

FIXED ROUTE COMPERHENSIVE OPERATIONAL ANALYSIS 1994 OPERATING YEAR

SIXTH INSTALLMENT ROUTES 4 AND 7 BROOKFIELD/ NEW MILFORD Analysis

PREPARED BY:

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INTRODUCTION

Please see page 1 of the first installment (Route 1 - Golden Hill/Medical Center) of the 1994 Fixed Route Comprehensive Operational Analysis for introductory comments concerning this report.

PART 1 - ROUTE AND OPERATION DESCRIPTION

Service Area

The 7 New Milford Route and 4 Brookfield Route complement each other in service to eastern Danbury and the southern portion of Federal Road in Brookfield. The 7 New Milford Route provides service throughout each service day and roughly follows the path of the former (i.e. prior to the construction of I-84 and Super 7) U.S. Route 7 and 202 from Downtown Danbury to Route 109 in New Milford. The route serves a heavily-commercial, 20-mile corridor which includes White Street in Danbury, Federal Road in Danbury and Brookfield, and Danbury Road, Bridge Street and Main Street in New Milford. In addition, the route deviates from the Route 7/202 corridor throughout the day to serve the Brookfield Municipal Center and several residential developments in Brookfield and New Milford. During weekday peak periods, the 7 Route directly serves several shopping centers, the DATAHR rehabilitation center, and two industrial areas.

The 4 Brookfield Route was developed in 1993 to provide complementary service to locations not served by newly-scheduled midday 7 New Milford Route express trips. These express trips were scheduled to reduce travel times between Danbury and New Milford and eliminate excessive slack time created by the three-hour round trip times which were operated during the midday and Saturday periods from 1990 to 1993. As a result, the 7 Route bypassed Stew Leonard's, White Turkey Plaza, Caldor Plaza, Shop-Rite Plaza, and DATAHR during these express periods. The 4 Route provided midday and Saturday service to these locations and, beginning in 1994, provided both outbound and inbound service to Osborne Street and Germantown, Sand Pit, and Starr Roads in Danbury.

Since the two routes serve many of the same bus stops and together provide the level of service comparable to the 7 New Milford Route analyzed in all prior COA studies, the two routes will be evaluated together for this study.

The routes will be segmented, excluding the Pulse Point, into the following service blocks:

1) White Street The 7 Route begins outbound trips and ends inbound trips on White Street between Main Street and Federal Road in Danbury. White Street is the primary east-west arterial east of Main Street and is the address of the Western Connecticut State University's main campus, the Region 3 State Superior Court Building, many small businesses, several physicians' offices, and the main office of Catholic Family Services and its component Barrett House, which provides developmental services for persons with disabilities.

2) Osborne Street/Starr Road The 4 Brookfield Route provides midday and Saturday service in both directions along the entire lengths of Osborne Street and Germantown, Sand Pit Roads, and Starr Roads. Outbound trips additionally serve Rose and Garamella Streets. The outbound 4 Route serves points additionally served by the 1 Medical Center/Golden Hill Route.

3) Federal Road (White to Starr Road) The portion of Federal Road between the intersections of White Street and Starr Road in Danbury is lined by industrial and commercial properties and is less densely developed than the White Street segment. The 7 Route serves the HART Operations Facility, Fair Auto Park (consisting of about a dozen auto dealers), and several other automobile dealers and repair shops located in this segment.

4) Federal Road (Starr Road to YMCA) This two-mile segment of Federal Road includes the "Miracle Mile," an increasingly developing commercial zone including many of the region's larger shopping centers. Beginning from the segment's southern end on outbound trips, both routes pass the Danbury Days Inn, a park and ride lot, and the Shepherd Hill Condominiums, a large middle to upper-middle income

housing development on Old Brookfield Road. The Home Depot, Bob's Store, and Stew Leonard's are the largest traffic generators in the Danbury portion of the segment. The Home Depot and Bob's receive indirect service (i.e. the bus stop is on Federal Road) from both the 4 and 7 Routes. Stew Leonard's receives direct service (i.e. to the front entrance) from all 4 Route trips and the 8:00 a.m. 7 Route trip.

After crossing the Brookfield town line, as well as a dozen fast food and small-retail businesses, at least one of the two routes (the 7 Route during the peaks and the 4 Route during the midday and Saturday) pulls off Federal Road to provide direct service to White Turkey Plaza (Waldbaum's, TJ Maxx, NBW), Caldor Plaza, Shop-Rite Plaza, and DATAHR, a large rehabilitation center which has historically been one of HART's largest passenger generators. During the midday period and on Saturday, when the 4 Route provides this direct service, the 7 Route expresses by these points but continues to provide service from Federal Road to the corridor's other commercial properties, the largest being a Price-Costco warehouse store.

The 4 Route trips end at the Regional YMCA, located at Old New Milford and Huckleberry Hill Roads, where they provide direct service and lay over before beginning inbound service. Most 7 Route trips continue on Federal Road without deviating to the YMCA. The five outbound and six inbound 7 Route trips which do serve the YMCA do so indirectly from Old New Milford Road.

5) Junction/Pocono/Silvermine Roads Local 7 Route trips serve Junction Road (CT Route 133), Pocono and Silvermine Roads, and Federal Road. This sparsely-developed segment ends at Federal Road's northern interchange with U.S. Route (Super) 7, an expressway which bypasses the most congested portion of Federal Road. Development along Silvermine and Pocono Roads is primarily light-industrial. The same applies to Commerce Drive, a mile long road intersecting with Junction Road and ending in a cul-de-sac, and receiving peak period service.

The segment includes the Brookfield Municipal Center, Senior Center, Police Department, and Post Office. Various single-level industrial properties and a small commercial

center on Federal Road near the Super 7 interchange constitute the remaining traffic generators.

6) Brookfield 4-Corners to Town Line The area of Federal Road north of the Super 7 interchange becomes more densely and commercially developed in the 4-Corners area of Brookfield. The shops and service stations in the area are built around the intersection of Federal Road (U.S. Routes 7 and 202) and Station/Brookfield Center Road (CT Route 25). A deviation to Brooks Quarry, a senior citizens' housing complex, provides service to Station and Laurel Hill Roads.

The Federal Road corridor north of Brookfield's 4-Corners area is developed by a series of commercial and light industrial properties which have historically generated little ridership. A DATAHR facility, known as Building 3, and the Brookfield Days Inn serve as the primary passenger generators.

7) Danbury Road Federal Road becomes Danbury Road within the Town of New Milford, where the corridor becomes more rural with farms, private residences, a golf course, and more light industry and small commercial properties lining the route.

Commercial development resumes on Danbury Road north of Lanesville Road. Properties, such as shops in small strip malls, restaurants, auto repair shops, and banks dominate. The largest commercial property is the Bradlees Shopping Center, which includes a Super Stop & Shop and about one-half dozen other retail stores. In early 1995, K-mart opened a store at a separate site within this segment. The northern portion of the segment includes another shopping center which receives service by request and features an Edward's grocery store and a pharmacy.

A deviation to Pickett District Road on select peak period trips provides service to the Kimberly Clark facility, which employs nearly 1,000 people.

The largest residential area within the segment is Willow Springs Condominiums, a large complex located about one-half mile north of Lanesville Road.

8) Sunny Valley Road Most trips turn off Danbury Road at the intersection of Sunny Valley Road to travel a small looped deviation serving the residential Sunny Valley Road, Howe Street, and Sherwood Street. The New Milford High School is accessible from this deviation by walking the quarter-mile distance along its main access intersecting with Sunny Valley Road. The remainder of the deviation is lined with private residencies, including two condominium/apartment complexes.

9) New Milford Center The residential and commercial center of New Milford consists of Main Street, Elm Street, Bridge Street, and the area of Route 202 north of Danbury Road's intersection with Pickett District Road. The area surrounding the New Milford Green is densely developed with two and three story buildings with storefronts. The town hall, library, senior center, two banks, and two pharmacies are located on Main Street, and the New Milford Hospital is located on Elm Street, which intersects Main Street at the north end of the Green. Bridge Street, which crosses the Housatonic River in connecting Main Street with Danbury Road, is likewise densely developed by small businesses and provides service access to residents of the intersecting South Main and West Streets.

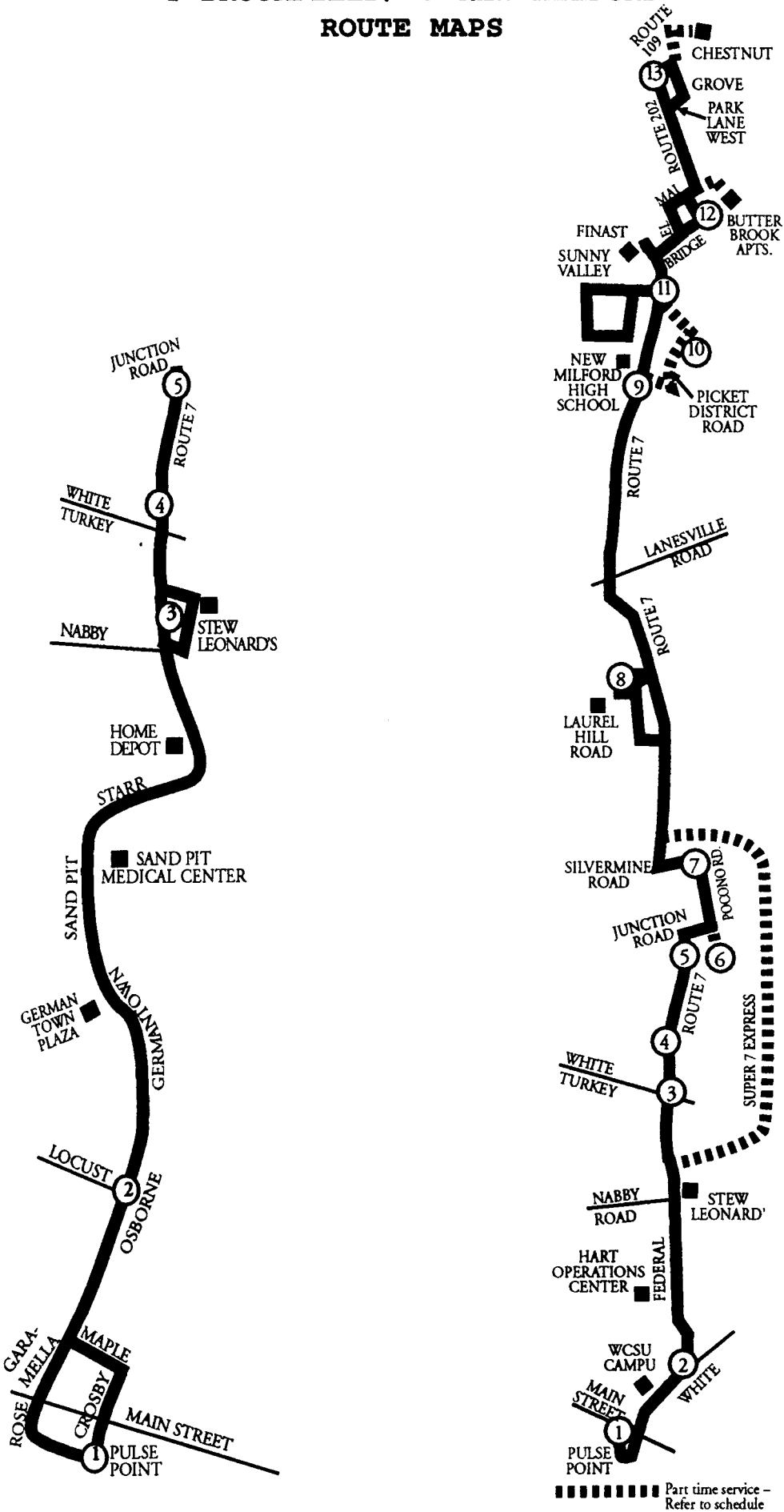
10) Park Lane Road The 7 Route continues north on U.S. Route 202 after passing through the area of the New Milford Green to the route's intersection with CT Route 109. This segment consists of Park Lane Road, Old Park Lane Road, and a short portion of Chestnutland Road (Route 109). Several physician's offices are located on Old Park Lane Road. A bank located at the corner of Park Lane and Chestnutland Roads serves as the layover point.

Park Lane Road is sparsely-developed, mostly by single-dwelling homes. The segment includes Park Lane Plaza, which is a small strip mall, the regional Connecticut Light and Power offices, and the New Milford Police Department.

Limited scheduled service on other trips by request serve the Butterbrook apartments, located by Elm Street Extension, which intersects Park Lane Road. These trips will be evaluated within the Park Lane segment.

Exhibit 1 illustrates the route.

4 BROOKFIELD/ 7 NEW MILFORD
ROUTE MAPS



7 NEW MILFORD / 4 BROOKFIELD ROUTES PRESENT TIMETABLE

7 NEW MILFORD ROUTE
4 BROOKFIELD ROUTE

Frequency of Service

The 7 New Milford Route operates from 6:05 a.m. to 6:35 p.m. on weekdays and 8:00 a.m. to 5:40 p.m. on Saturdays. On weekdays, the first outbound trip departs the Pulse Point at 6:05 a.m., and departures continue thereafter with 30 minute headways during the early-morning and late-afternoon peak periods and 60 minute headways from 9:00 a.m. to 3:00 p.m. On Saturdays, headways remain at 60 minutes throughout the service day.

The 4 Brookfield Route operates from 9:00 a.m. to 3:00 p.m. on weekdays and from 9:00 a.m. to 5:25 p.m. on Saturdays. All 4 Route service operates at 60 minute headways during the service span.

A timetable showing the schedules of both routes and their complementary nature in serving common timepoints is shown in Exhibit 2.

Running Time

The 7 New Milford Route is the only HART fixed route with varying running times. Generally, 7 Route round trips during the peak periods are 145 minutes, but express trips using Super 7 shorten some round trips to 115 minutes. All midday trips are 115 minutes. Every round trip provides a five minute layover at the Pulse Point. Most layover periods at the intersection of Routes 109 and 202 last 5 minutes, although three trips have longer layovers of 7, 12, and 22 minutes. Outbound and inbound trip times vary with the schedule of deviations. The last three outbound trips express by way of Super 7 from the Pulse Point to the New Milford Green in 35 minutes.

All Saturday trips of the 7 New Milford Route have a 115 minute round trip time with five minute layovers at both the Pulse Point and the intersection of Routes 109 and 202.

All trips of the 4 Brookfield Route are scheduled to complete a round trip in 55 minutes. This running time allows two five-minute layovers, one at the Pulse Point, and the other at the Regional YMCA.

Exhibit 3.1 and 3.2 illustrate the running and layover times of the 4 & 7 Routes. Note that service variability to some deviations creates other trips are scheduled

Exhibit 3.1

7 New Milford Route
Running Times

ROUTE 7 PEAK PERIOD LOCAL SERVICE

5 min. + ----- 64 Minutes OUTBOUND + 5 min.
Routes 109/202 69 Minutes INBOUND Pulse Point

ROUTE 7 MIDDAY/SATURDAY SERVICE

5 min. + ----- 51/56* Minutes OUTBOUND + 5 min.
Routes 109/202 59/54* Minutes INBOUND Pulse Point

* Varies with schedule of deviations.

ROUTE 7 A.M. SUPER 7 EXPRESS SERVICE

5 min. + ----- 64 Minutes OUTBOUND (A.M. Local) + 5 min.
Routes 109/202 35/50/44* Minutes INBOUND EXPRESS Pulse Point

* Varies with schedule of deviations.

ROUTE 7 P.M. SUPER 7 EXPRESS SERVICE

0 min. + ----- 35 Minutes OUTBOUND + 5 min.
New Milford Green 50 Minute INBOUND or 25 Minute DEADHEAD Pulse Point

4 Brookfield Route Running Times

WEEKDAY SERVICE

3 min. + ----- 27 Minutes OUTBOUND ----- + 5 min.
 25 Minutes INBOUND
 Regional YMCA Pulse Point

SATURDAY SERVICE

5 min. + ----- 25 Minutes OUTBOUND ----- + 5 min.
 25 Minutes INBOUND
 Regional YMCA Pulse Point

Run Cutting

Please refer to the first installment of the 1994 COA for a description of run cutting and page 5 of the third installment for a description of run cutting for the interlining 7 New Milford, 4 Brookfield, and 6 Lake Avenue/Danbury Fair Mall routes.

If it operated without interlining, the 7 Route would require ten operating runs combined into six run assignments: two weekday-straight-runs, two weekday/Saturday run combinations, and two weekday split run combinations.

Exhibit 4

6 Lake Avenue/Danbury Fair Mall - 7 New Milford / 4 Brookfield Routes Run Breakdown for Existing Route Links

	Weekday	Saturday
Straight Runs	4	0
Split Runs	6	0
Weekday/Sat. Combinations	4	4

7 New Milford / 4 Brookfield Routes Run Combinations for Unlinked Routes

	Weekday	Saturday
Straight Runs	3	0
Split Runs	4	0
Weekday/Sat. Combinations	3	3

Mileage

The numerous combinations of trip deviations vary the distances of individual inbound and outbound trips. The various combination of service points and trip distances are summarized in Exhibit 5.

Exhibit 5

7 NEW MILFORD ROUTE Weekday Route Mileage by Route Variation

OUTBOUND TRIPS	#	Mileage
Trip Variations	Trips	per Trip
Peak Trips - Base Route	9	21.3
Midday - Base Route	6	18.2
Super 7 Express Trips	4	15.6
Pulse to DATAHR	1	5.0
Kimberly Clarke	6	0.5
Trips bypassing Sunny Valley	3	1.1

INBOUND TRIPS	#Trips	Mileage
Trip Variations		per trip
Peak Trips - Base Route	5	21.0
Midday - Base Route	6	18.6
Super 7 Express Trips w/ local NM service	2	16.6
Super 7 Express w/o deviations	1	15.5
PM Peak Express Trips	2	19.1
Stew Leonard's to Danbury	2	3.5
Kimberly Clarke	3	0.5
Butterbrook Apartments	5	0.8
Trip bypassing Sunny Valley	4	(1.1)

All 4 Brookfield Route trips have a 6.6 mile outbound distance and 6.7 mile inbound distance on weekdays. The by-request nature of service to DATAHR on Saturdays reduces trip distance on that day by 0.2 miles each way.

For the 7 New Milford Route, the above mileage amounts to 686.2 scheduled revenue service miles per weekday and 346.8 revenue miles on Saturday. The weekday speed is 18.72 m.p.h. and the Saturday speed is 19.71 m.p.h.

The 4 Brookfield Route travels 79.8 revenue miles each weekday and 109.6 revenue miles each Saturday. The weekday speed is 13.3 m.p.h., and the Saturday speed is 13.0 m.p.h.

Fare Structure

Please refer to pages 8 and 9 of the first installment of the 1994 COA for information on HART's fixed route fare structure.

Vehicles

The first installment of the 1994 COA provides information on HART's fixed route vehicle fleet on page 9. Current runcutting requires seven buses for the operation of the 4, 6, and 7 Routes during the peak periods and four buses during the midday period and on Saturday. If it did not interline with any other route, the 7 Route would require four buses for operation at the current schedule. The 4 Route would require one bus.

Ridership History

The 7 New Milford Route has historically been one of the top three ridership generators. However, although total ridership is relatively high, service efficiency is low. With greater trip lengths and consequently the greater number of buses required to provide service according to established headways, the 7 route has historically ranked last within the HART system in ridership per service hour.

Prior to the 1990 service upgrade, the route operated with the system's 45 minute headways, which allowed 130 minute round trip times with minimal layover times in New Milford. As system ridership increased throughout the 1980's, 7 route ridership grew proportionately. The average daily ridership was 291 in 1985 and 320 in 1987. By 1989, the ridership had increased to 411 passengers per day. Still even at this level, the route's efficiency, measured in passengers per hour, was the system's lowest, even slightly below that of the 4 Town Park Route.

The route had remained unchanged over this period; the only service points added for the 1990 upgrade were Chestnut Grove in New Milford and Commerce Drive in Brookfield. The 1990

upgrade shortened the 7 Route's peak period headways from 45 to 30 minutes and increased midday and Saturday headways from 45 to 60 minutes. On the 7 Route, peak period round trip times increased from 130 to 145 minutes. Midday and Saturday round trip times increased from 130 to 175 minutes. With the addition of only two timepoints, midday and Saturday slack time greatly increased, and service efficiency decreased.

The upgrade, however, was not the sole change to the route. Beginning in 1990, the Federal Road corridor underwent significant development. In Danbury, Jordan Marsh, a department store (formerly Read's), which received direct service throughout the 1980's, closed in 1990 to be replaced by a Bob's Store. Stew Leonard's opened in 1991, and Home Depot opened in 1992. In Brookfield, Nobody Beats the WIZ replaced Channel in the White Turkey Plaza in 1992.

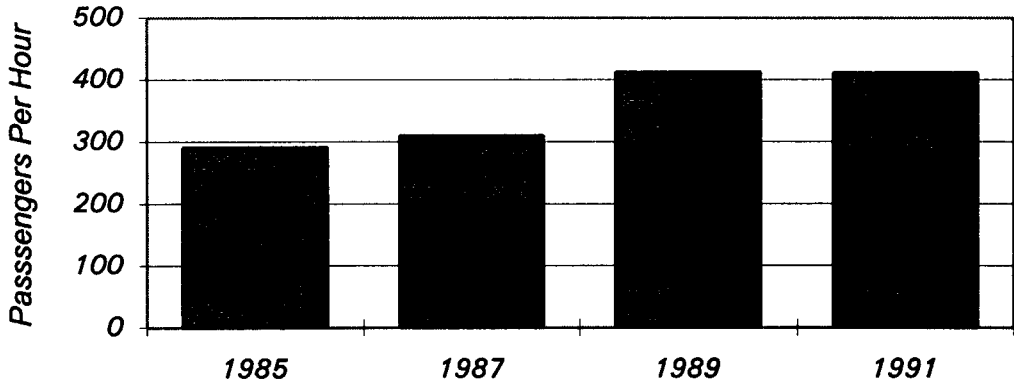
The 1991 COA indicated all this change had yet to affect ridership. The sampled ridership in 1991 recorded 410 passengers per day, virtually identical to the 1989 level (see Exhibit 6). However, the increased levels of automobile traffic to the area began to affect operations, and buses, even with the added 15 minutes in round trip time, were frequently late when traffic congestion peaked during the late afternoon. Traffic conditions to date would no longer allow the 7 Route to operate according to the 1989 schedule.

By the time of the publishing of the 1991 COA, HART was evaluating alternatives to change the 7 Route to address the inefficiencies and longer trip times during the midday and Saturday periods. The three hour round trip times required during these periods were creating 75 to 80 minute one-way trips and a 3:1 transit travel to auto travel time ratio. All layovers at Chestnut Grove were 22 minutes during these periods, and, to prevent even longer layovers, trips were unnecessarily serving some timepoints, such as Commerce Park, when little demand was evident during these periods.

The August, 1993, split of the midday and Saturday 7 Route into the present schedules of the 7 and 4 Routes greatly shortened layover times and decreased one-way trip times on the 7 Route by as much as 20 minutes. In doing so, a more complex schedule with more irregular service to some timepoints and fewer direct origin-destination combinations was created. The 1994 COA is the first comprehensive evaluation of this route.

Exhibit 6

***ROUTE 7 NEW MILFORD
Ridership History
1985 Thru 1991***



PART 2 - ROUTE ANALYSIS

Measures and Standards

Like the previous chapters for route evaluations, the analysis of the New Milford Route and the Brookfield Route uses the following measures: total ridership, passengers per hour, loading, and passenger activity per segment-hour.

Please refer to pages 12 and 13 of the first installment for a detailed description of each measure and the rationale for its use.

Data Analysis

The data for this section was collected on various days from July, 1994 through the spring of 1995. An on-board checker recorded all boarding and alighting locations and passenger counts for all scheduled trips. Boarding and alighting counts for all locations are included in a table in the Appendix. Current analysis will include comparisons of current route data with that of the 1991 operation analysis to determine the results of operating changes which have occurred over the three year period. Data from the two routes will be combined in evaluations which compare current and past operations. The data will be further evaluated relative to current data for other routes and system averages in a system summary which will be published upon the completion of all individual route analyses.

The 1991 data collection consisted of 100% trip sample performed on-board over three weekdays and two Saturdays in October, 1991. This data will be presented both in a daily average and Hi-Lo range.

Weekday Route and Segment Ridership. Weekday ridership, defined as the number of boardings, on the combined New Milford/Brookfield Routes has greatly risen from the 1991 Route 7 ridership level. A.M. peak, midday, and P.M. peak ridership totaled 141, 216 (127 Route 7, 89 Route 4), and 136 passengers for a daily total of 493. The 1991 figures of 106, 177, 128 (total: 411) were each lower.

Exhibit 7 illustrates the extent of ridership increases within each time period. The 1991 sample recorded daily ridership from a low of 396 passengers to a high of 433, both figures significantly lower than the 1994 figure of 493. The increase is concentrated in the A.M. peak and midday periods, each showing increases of at least 35 passengers over the 1991 average. For each period, the 1994 ridership exceeded the highest daily ridership in the 1991 survey's three-day sample: 107, 203, and 128 trips for the A.M. peak, midday, and P.M. peak periods.

Exhibit 7

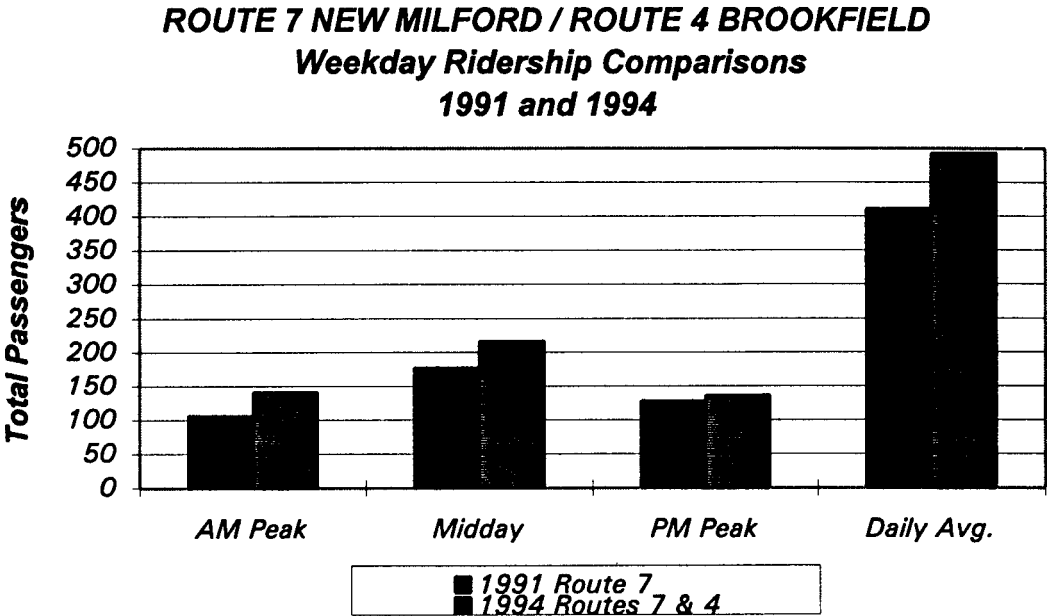


Exhibit 8 shows 1994 ridership, with Route 7 & 4 levels indicated, relative to the route's nine-year trend. The current daily ridership is at its highest level in history. In fact, the 7 Route operating alone is now carrying ridership comparable to that which it carried prior to the 4 Route separation.

**ROUTE 7 NEW MILFORD
Ridership History
1985 Thru 1994**

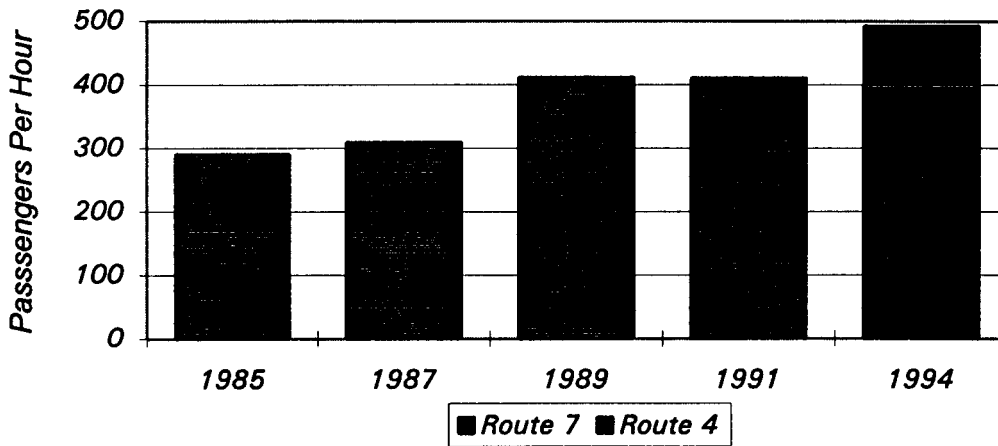


Exhibit 9 illustrates that most segments have increased ridership during each time period. The greatest increases are 40 additional boardings at the Pulse Point and 20 additional boardings from the 4-Corners segment. These additional boardings correspond with 20 additional offs within both the White Turkey to YMCA (or Miracle Mile) segment and the New Milford Center segment and 10 additional offs in both the Junction/Silvermine and Park Lane Road segments.

Increases within several of these segments are attributed to a single ridership generator within each. DATAHR Building 3 has generated the increase in 4-corners segment ridership. Most of these trips are one way, originating at Building 3 and ending at the main DATAHR building (where clients board a DATAHR vehicle for their trip home), thus accounting for much of the increase in offs within the Miracle Mile segment.

A group home which was established in the area of Routes 109 and 202 for persons with disabilities has doubled passenger activity within the Park Lane segment.

The remaining increases are primarily work trips, most of which originate at the Pulse Point and end either at Commerce Drive or Silvermine Road in Brookfield or the New Milford Green.

With the exception of Park Lane Road, boardings have not significantly increased within segments which have experienced more alightings since 1991, indicating that transit is not being used for return trips. This theory is supported by the concentration of the total ridership increase within the A.M. peak and midday periods while the P.M. peak period shows only a marginal increase.

Exhibit 9

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Recorded Boarding and Alighting Activity per Route Segment
Combined Route 7 New Milford & Route 4 Brookfield
1994 Weekday Trip Sampling

Route Segment	AM Peak		Midday		PM Peak		Total	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Pulse Point*	76	26	77	68	49	36	202	128
White Street	22	7	17	13	6	25	45	45
Osborne Street/Starr Road	----	----	12	13	----	----	12	13
Federal Road (White St. to White Turkey)	1	9	6	4	2	3	9	16
Federal Road (White Turkey to YMCA)	10	55	40	61	45	24	95	140
Junction/Pocono/Silvermine	0	10	2	7	8	4	10	21
Federal Road (4-Corners to town line)	1	9	19	8	10	5	30	22
Danbury Road, New Milford	5	10	17	12	6	9	28	31
Sunny Valley Road	2	2	3	3	0	1	5	6
New Milford Center	16	12	13	16	7	24	36	52
Park Lane Road	8	1	10	12	3	6	21	19
Totals	141	141	216	215	136	137	493	493

* Includes ride-thru transfers

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Recorded Boarding and Alighting Activity per Route Segment
Route 7 New Milford
1991 Weekday Trip Sampling**

Route Segment	AM Peak		Midday		PM Peak		Total	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Pulse Point*	52	13	68	56	39	47	159	116
White Street	15	7	27	25	9	21	50	54
Federal Road (White St. to White Turkey)	0	6	4	5	4	0	9	11
Federal Road (White Turkey to YMCA)	14	47	31	45	47	27	92	119
Junction/Pocono/Silvermine	0	5	4	3	5	1	9	9
Federal Road (4-Corners to town line)	3	4	4	7	4	7	11	18
Danbury Road, New Milford	4	13	16	20	12	9	32	42
Sunny Valley Road	4	1	3	2	0	1	7	4
New Milford Center	12	5	17	11	6	13	35	28
Park Lane Road	2	4	3	4	1	2	7	10
Totals	106	105	177	178	128	128	411	411

* Includes ride-thru transfers

** Average of three sampled weekdays

The only decreases appears to be within two segments. The White Street segment, which had some direct-service origin-destination options reduced by the rerouting of the 4 Route to Osborne Street. However, combined ridership for the White Street and Osborne Street/Germantown Road segments is slightly higher than the 1991 White Street ridership.

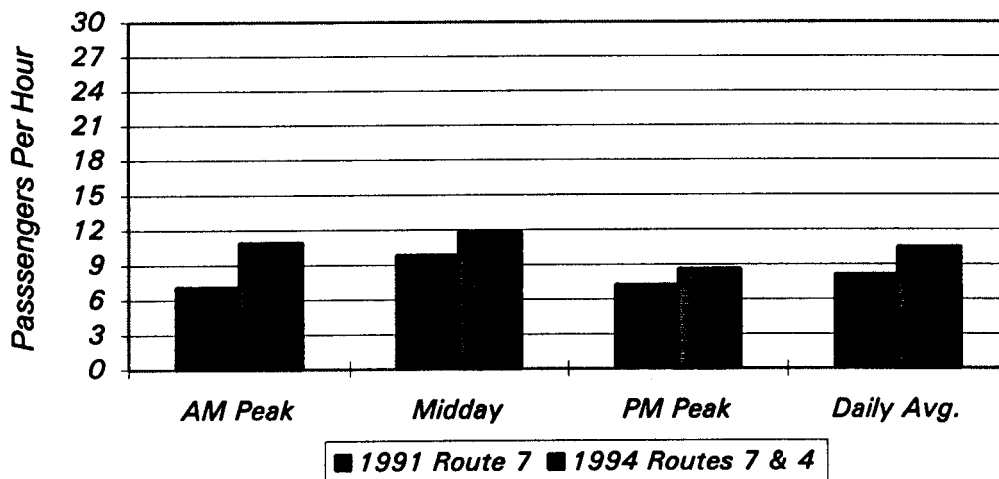
The second segment showing a decrease is the Danbury Road segment of New Milford. Most of the loss (about 10 daily offs) is concentrated during the midday period and is not attributable to any single location.

DATAHR now accounts for 30 daily boardings and 52 daily alightings, which represents about 35 percent of passenger activity within the Miracle Mile segment, the same percentage as in 1991. Ridership generation within other deviations includes 30 trips at Caldor (25 in 1991), 23 at Shop Rite (27 in 1991), 18 at Stew Leonard's (16 in 1991), 17 at Bradlees/Stop & Shop in New Milford (28 in 1991), 15 in the area of Bob's Store (negligible in 1991), and 13 at White Turkey Plaza (13 in 1991).

Weekday Passengers Per Hour. The rate of weekday passengers per hour rose from 8.15 in 1991 to 10.49 in 1994, as illustrated in Exhibit 10.

Exhibit 10

ROUTE 7 NEW MILFORD / ROUTE 4 BROOKFIELD
Weekday Passengers Per Hour Comparisons
1991 and 1994



Since 1991, service hours have decreased during the peak periods and remained the same during the midday period. The peak period service reductions, implemented with more express trips bypassing previously-scheduled deviations, increased the rate of passengers per hour disproportionately to the midday period. The rate during the A.M. peak period increased 53 percent from 7.13 to 10.92. The P.M. peak rate rose 19 percent from 7.26 to 8.63, even though the actual period ridership gain was about 6 percent.

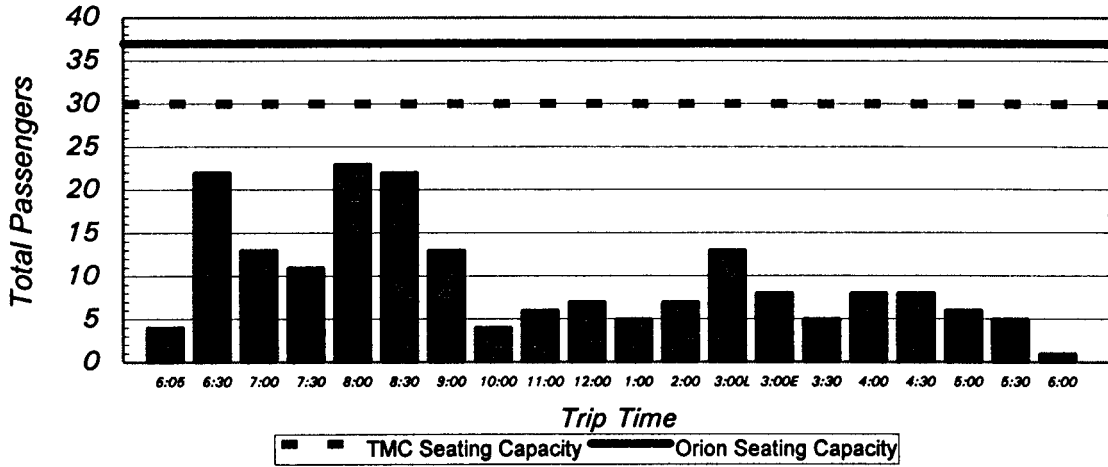
The midday period, which operates virtually the same service hours despite its extensive restructuring since 1991, experienced a modest increase in passengers per hour from 9.85 in 1991 to 11.78 in 1994.

Weekday Loading. As Exhibit 11.1 illustrates, the greatest loading for the combined-route service is experienced on a relatively limited number of 7 Route trips. Maximum loading exceeded 10 passengers on every outbound 7 Route trip from 6:30 to 9:00 a.m., with a load of 23 passengers on the 8:00 trip and 22 on both the 6:30 and 8:30 trips. Three inbound afternoon trips had maximum loads greater than 10 passengers. The 3:01 inbound trip experienced loading of 28 passengers with 16 boarding at DATAHR. The 1:56 inbound trip carried a load of 19 passengers with 14 boarding at Building 3. The 3:46 trip carried a maximum load of 14.

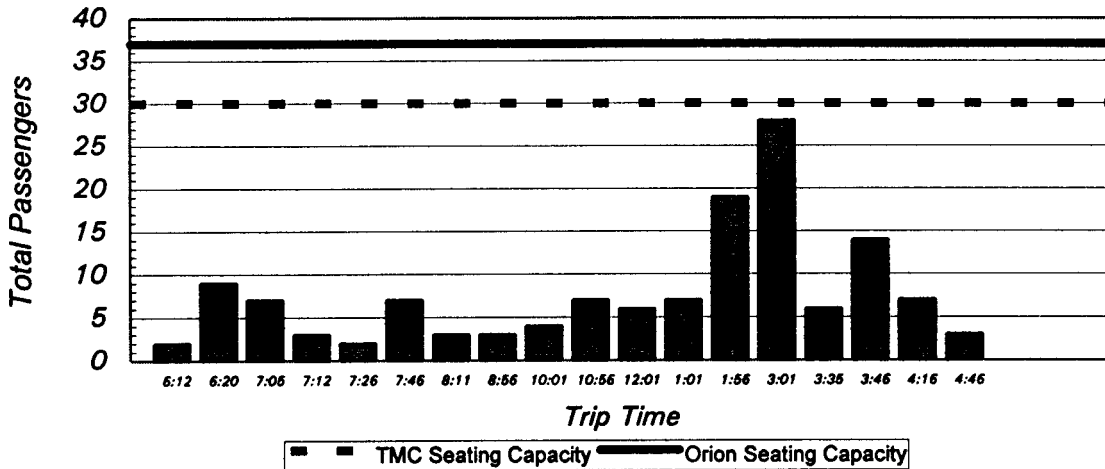
The start and end of daily DATAHR programs is a significant trigger in passenger loads, indicated by the high loading on the 8:00 and 8:30 outbound trips and the 3:01 inbound trip. The opening of the Building 3 facility contributes to higher passenger loading over a greater portion of the route on select trips. Yet, loading is not now nor never has been significant north of the main DATAHR facility.

The maximum loading within the Town of New Milford is very low. Of the 19 outbound and 17 inbound trips serving New Milford, six outbound trips and 2 inbound trips experienced loading greater than five passengers. The greatest New Milford loading occurred on the first inbound trip, the 6:20 a.m. express trip which left the New Milford Green with nine passengers and arrived at the Pulse Point at 6:55 a.m. via Super 7. No midday or P.M. peak inbound trip experienced maximum loading greater than five passengers within the Town of New Milford.

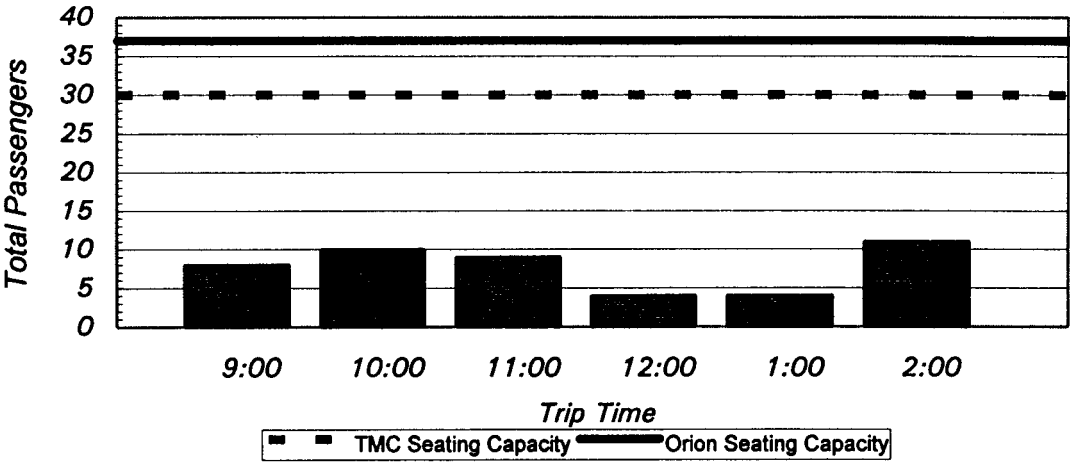
ROUTE 7 NEW MILFORD
Maximum Load Per Outbound Trip
1994 Sampled Trips



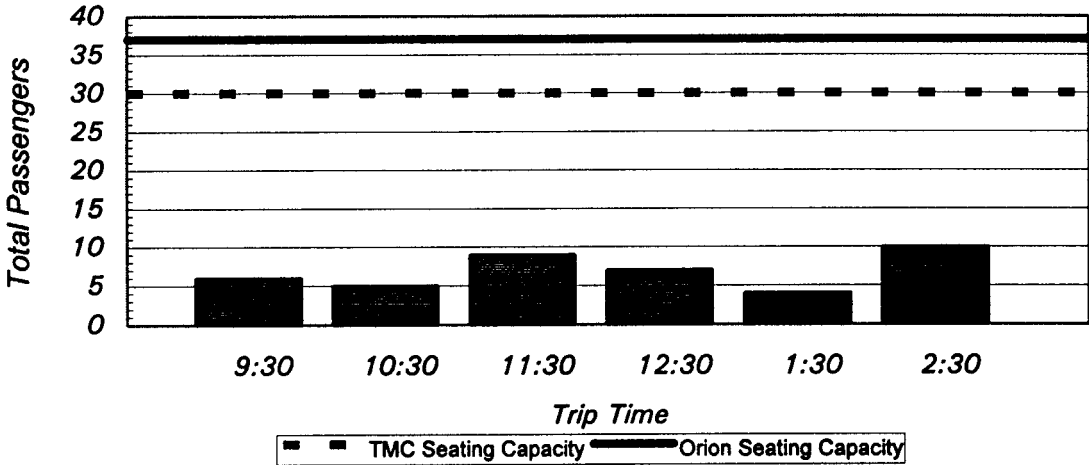
ROUTE 7 NEW MILFORD
Maximum Load Per Inbound Trip
1994 Sampled Trips



ROUTE 4 BROOKFIELD
Maximum Load Per Outbound Trip
1994 Sampled Trips



ROUTE 4 BROOKFIELD
Maximum Load Per Inbound Trip
1994 Sampled Trips



Loading on the 4 Brookfield Route's six round trips was relatively low, ranging from a low of 4 to a high of 11 on the outbound trips and a low 4 to a high of 10 on inbound trips. An expected trade-off in the decision to create the 4 Route from the 7 Route was favoring lower loading as passengers divided to the two routes over the extended layovers and unnecessary running time present in the 1991 schedule. Therefore, the lower midday loading on both the 4 and 7 Routes does not reflect decreased productivity or efficiency. Exhibit 11.2 illustrates 4 Route maximum loading.

Weekday Passenger Activity per Segment Hour. Exhibit 12 illustrates the productivity of service within each segment by measuring the number of boardings and alightings within each segment per hour of scheduled running service to that segment. Four segments generate greater than 20 combined ons and offs per direct service hour. New Milford Center, though the third highest segment in generating passengers, is by far the most productive segment with 45.91 combined ons and offs per hour of service to that area.

With 235 combined ons and offs, the greatest ridership-generating segment, by far, is the Miracle Mile segment. However, service to this segment is slowed by heavy traffic congestion and as many as six deviations per trip. These factors reduce the efficiency of the service to 28.43 ons and offs per direct service hour.

Two other segments generate passenger activity with more than 20 combined ons and offs per segment hour. Despite its being similarly affected by traffic congestion and a loss of passengers to the Osborne Street segment, the White Street segment generates 25.35 ons and offs per direct service hour. The Park Lane Road segment, which benefits from less traffic congestion and higher travel speeds, generates 22.02 ons and offs per hour. Higher ridership and a vast reduction of scheduled service to Chestnut Grove and Butterbrook Apartments quadrupled service productivity to this segment since 1991.

The remaining 7 and 4 Route segments were much less productive, with passenger activity factors less than 15.00 ons and offs per segment hour. The Osborne Street/Starr Road segment generated 12.50 ons and offs per hour from the 4 Route. The 4-Corners segment, despite the additional ridership from DATAHR Building 3, had 11.56 ons and offs per hour. New Milford's rural Danbury Road segment, with

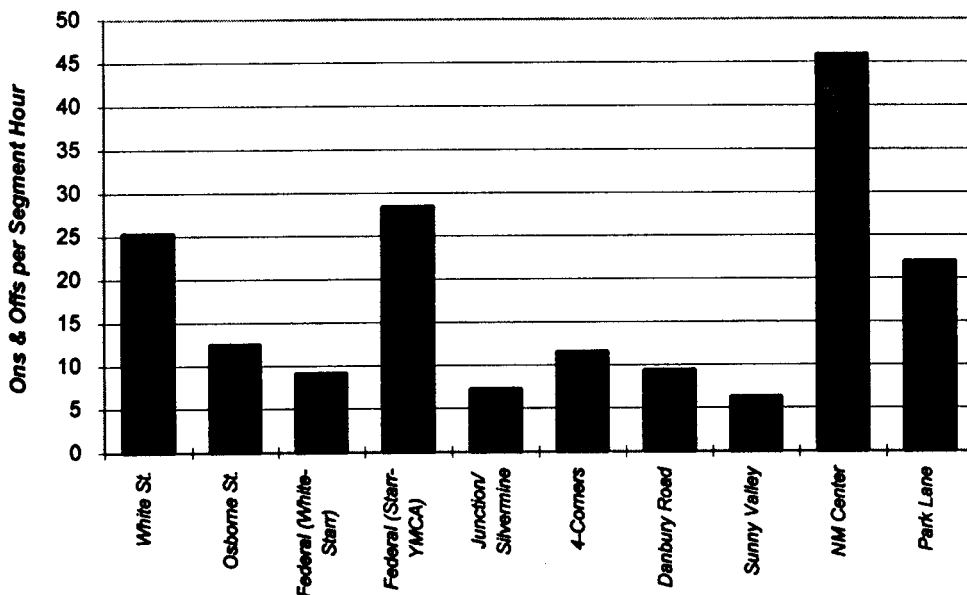
increased service hours needed to travel its five mile length, had an activity factor of 9.41. The first Federal Road segment, from White Street to White Turkey Road, had an activity factor of 9.15 despite relatively little traffic congestion and an absence of deviations.

The least productive segments were the Junction/ Silvermine segment, which generated 7.29 ons and offs per segment hour over 4.25 daily hours of running time, and the Sunny Valley loop, which generated 6.29.

Exhibit 12

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Passenger Activity Per Segment Hour
Combined Route 7 New Milford / 4 Brookfield Route
1994 Weekday Trip Sampling

Route Segment	Running Hours Served per Weekday	Total Boardings & Alightings	Hourly Activity Bdg-Altg/Hr)
White Street	3.55	90	25.35
Osborne Street/Starr Road	2.00	25	12.50
Federal Road (White St. to White Turkey)	2.73	25	9.15
Federal Road (White Turkey to YMCA)	8.27	235	28.43
Junction/Pocono/Silvermine	4.25	31	7.29
Federal Road (4-Corners to town line)	4.50	52	11.56
Danbury Road, New Milford	6.27	59	9.41
Sunny Valley Road	1.75	11	6.29
New Milford Center	1.92	88	45.91
Park Lane Road	1.82	40	22.02
Totals	25.30	458	18.10



Saturday Route and Segment Ridership. The growth in particular travel patterns on the weekday 4 & 7 Route schedules is apparent on Saturdays. However, Saturday ridership is increasingly concentrated to travel between the Pulse Point and the Miracle Mile and New Milford Center segments, and ridership within other segments has decreased. Combined Saturday ridership for the 4 and 7 Routes has increased 13.2 percent to 257 daily trips from the 227 average recorded for the 7 Route in 1991.

Saturday ridership has increased greatly at the Pulse Point, the Miracle mile segment of Federal Road, and New Milford Center. The disparity in ons and offs for both the Pulse Point and the Miracle Mile segment (see Exhibit 13) indicates that one-way travel patterns remain prevalent. Data suggests that over one-third of passengers departing the Pulse Point for Federal Road destinations find other means of transportation for their return trips. Saturday ridership along the commercial portion of Federal Road has increased by 50 percent since 1991. Boarding activity within the New Milford Center segment had a similar proportional increase, but the number of offs showed no significant change.

Exhibit 13

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Recorded Boarding and Alighting Activity per Route Segment
Route 7 New Milford/Route 4 Brookfield
1994 Saturday Trip Sampling

Route Segment	1991**		1994	
	Ons	Offs	Ons	Offs
Pulse Point*	98	62	112	78
White Street	23	36	19	13
Osborne Street/Starr Road	--	--	10	4
Federal Road (White St. to White Turkey)	3	4	5	8
Federal Road (White Turkey to YMCA)	42	62	60	99
Junction/Pocono/Silvermine	4	3	0	2
Federal Road (4-Corners to town line)	6	12	3	7
Danbury Road, New Milford	29	25	17	21
Sunny Valley Road	3	3	3	1
New Milford Center	17	18	25	19
Park Lane Road	4	5	3	5
Totals	227	228	257	257

* Includes ride-thru transfers

** Average of two sampled Saturdays

The southernmost segment of Federal Road (from White to White Turkey) experienced a doubling of ridership since 1991, but combined ons and offs remains below 15 per day.

Other segments experienced a decrease in ridership from 1991 to 1994. Alighting activity within White Street is sharply down (about 60 percent). On Saturday, the split of the 4 and 7 Routes is in effect for all but one of the ten pulses. Since the Osborne Street segment generated 10 ons and 4 offs over nine round trips, the number of offs for the combined 4 and 7 Routes is about one-half of the 1991 levels. Boarding activity, however, has remained steady, further accentuating the one-way trip pattern of many passengers.

The remaining segments generate insignificant levels of daily ridership. However, since all but one of these remaining segments generated fewer than 10 passengers in 1991, these current levels do not represent a significant ridership loss. The only exception is the 4-Corners segment, which generated 10 trips in 1994, down from 18 in 1991.

Saturday Passengers Per Hour. Saturday passengers per platform hour increased from 7.32 to 8.94, a 22 percent increase in productivity. The increase resulted from the 13 percent change in Saturday ridership and a 4 percent reduction in platform hours resulting from minor trip time reductions on late-afternoon trips.

Saturday Loading. Saturday loading was expected to decrease with the creation of the 4 Route. Maximum loading on the 7 New Milford Route now ranges from 1 passenger (9:00 a.m.) to 10 passengers (8:00 and 10:00 a.m. and 4:00 p.m.) on outbound trips and from 1 passenger (1:01 p.m.) to 8 passengers (10:01 a.m. and 2:01 p.m.) on inbound trips. Four outbound and five inbound trips had maximum loading no greater than five passengers. Loading exceeded five passengers on one outbound and one inbound trip while traveling within the Town of New Milford.

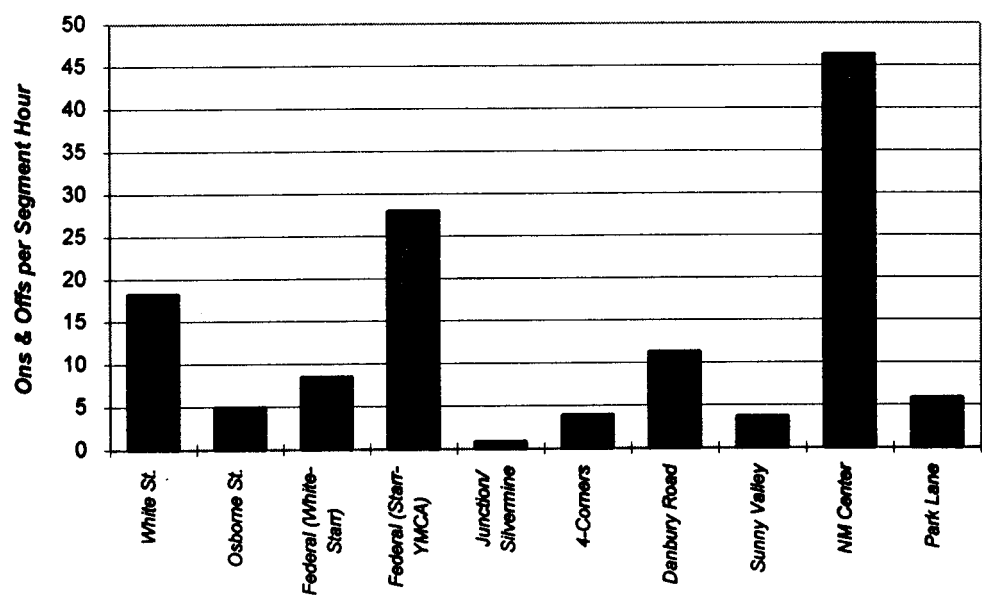
Loading on the 4 Brookfield Route ranged from 3 passengers (1:00 and 2:00 p.m.) to 16 passengers (10:00 a.m.) on outbound trips and from 0 passengers (10:30 a.m.) to 10 passengers (12:30 p.m.) on inbound trips. All Saturday morning 4 Route outbound trips experienced maximum loads of at least 8 passengers, with the 11:00 a.m. trip carrying 13. The last two inbound 4 Route trips were the only two other than the 12:30 p.m. to have maximum loads exceeding 7.

Saturday Passenger Activity per Segment Hour. Exhibit 14 illustrates that productivity of service to each segment on Saturday is very similar to that on weekdays. Hourly passenger activity rates on Saturday are virtually identical to weekday rates within the New Milford Center and the two southernmost Federal Road segments, with New Milford Center again leading with 46.32 ons and offs per segment hour.

Exhibit 14

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
 Passenger Activity Per Segment Hour
 Route 7 New Milford / Route 4 Brookfield
 1994 Saturday Trip Sampling

Route Segment	Running Hours Served per Saturday	Total Boardings & Alightings	Hourly Activity Bdg-Altg/Hr
White Street	1.75	32	18.29
Osborne Street/Starr Road	2.83	14	4.94
Federal Road (White St. to White Turkey)	1.53	13	8.48
Federal Road (White Turkey to YMCA)	5.68	159	27.98
Junction/Pocono/Silvermine	2.40	2	0.83
Federal Road (4-Corners to town line)	2.57	10	3.90
Danbury Road, New Milford	3.37	38	11.29
Sunny Valley Road	1.08	4	3.69
New Milford Center	0.95	44	46.32
Park Lane Road	1.37	8	5.85
Totals	16.77	230	13.72



The productivity rate fell by about 25 percent in the White Street segments to 18.29 from weekdays to Saturdays. The Danbury Road segment, on the other hand, experienced a 20 percent increase to 11.29 from the weekday mark. The remaining segments are significantly less productive on Saturday. The Park Avenue segment shows the greatest disparity with a 5.85 rate, over 70 percent less than its weekday rate. The Osborne Street, Junction/Silvermine, 4-Corners, and Sunny Valley Road segments each generate fewer than five combined ons and offs per segment hour. The Junction/Silvermine had a rate 0.83 over the 2.40 hours dedicated to that segment each Saturday.

Alternatives Analysis and Recommendations

The current 7 New Milford Route complemented by the 4 Brookfield Route is operating more productively and efficiently than the 1991 7 Route schedule. Total ridership is at its highest level in the route's history, and passenger per hour productivity has significantly improved since 1991. The reduction of slack time and layover time has reduced the number of early buses. The trips well serve an apparently growing demand for service from Danbury to both Brookfield and New Milford, particularly during the A.M. peak period.

However, the improved productivity remains lower than 11 passengers per hour, and loading is low north of the Regional YMCA. The area through which the route operates continues to experience rapid development, and increased traffic congestion requires periodic service adjustments, most often in the form of reduced service to deviations, to keep buses operating according to schedule. These reductions have further reduced the consistency of service to many timepoints. Further, many deviations, particularly those north of DATAHR, continue to generate few passengers relative to the number of trips serving each. These and other service inefficiencies and complications are summarized below.

1) Unproductive Deviations As in 1991, data indicates that in 60 to 75 percent of the instances a 7 Route bus pulls off the Route 202 corridor to serve a deviation north of DATAHR, no ons or offs occur within that deviation.

In 1991, 15 outbound and 15 inbound trips provided direct service to Brooks Quarry and Sunny Valley Road and generated 6 daily passenger-trips from each deviation. In 1994, 13 outbound and 10 inbound trips to Brooks Quarry and 12 outbound and 9 inbound trips to Sunny Valley Road generate a total of 4 passenger-trips from each deviation. In 1991, 18 outbound trips and 17 inbound trips generated an average of 10 daily passenger-trips along Pocono and Silvermine Roads, including the Brookfield Municipal Center but excluding Commerce Drive. In 1994, 15 outbound and 12 inbound trips generated 11 daily passenger-trips on these streets.

The amount of time needed to serve these points can be significant. Brooks Quarry adds six minutes to outbound

trips and four minutes to inbound trips. Sunny Valley Road and the Silvermine/Pocono deviation each adds five minutes both to outbound and inbound trips. Therefore, scheduling these timepoints for service by request can create considerable efficiencies, including a reduction in trip times as well as the number of required buses. A possible risk to such scheduling is lower ridership if passengers consider the system too difficult to use. Ridership to Edward's, however, has maintained the same level following the full transition from scheduled to by-request status.

With the exception of the first three weekday outbound trips, all service to deviations south of DATAHR generates acceptable levels of passenger activity.

2. Inconsistent Schedule Current round trip schedules do not allow enough time for service to all deviations, particularly in the early afternoon when increasing traffic congestion and two hour scheduled round trip times make consistently-scheduled service to all points impossible. Selective scheduling has cut unused deviations from time-stressed trips. However, with sporadic ridership from each deviation, the demand for service to the deviations can easily shift with changing travel patterns among a relatively small number of passengers, requiring further rescheduling.

This problem is somewhat inconsequential in maintaining current passengers and maintaining productivity. However, the complex and changing schedule may intimidate potentially new passengers in the route's growing segments.

Some passengers, however, have been stranded by cuts to 7 Route trips at the beginning and end of the service day. These changes were scheduled in response to budget reductions in both 1993 and 1994 by the Town of Brookfield and resulted in inconsistent start locations (two trips now begin at Stew Leonard's) and express trips which bypass significant portions of Federal Road. These reductions in platform time targeted trips with historically poor ridership generation, but those passengers who were affected, particularly those needing service to or from the area between Caldor and Silvermine Road, are now required to walk significant distances to reach the nearest point of service access.

3. Limited Access for New Milford Residents Demand for service among New Milford residents to Danbury worksites has always been low. A HVCEO study in the early eighties found insignificant demand for express bus service to Danbury, and ridership on inbound 7 Route trips during the A.M. peak period has historically been low. However, the continued growth in New Milford appears to be contributing to added demand for work trips to Danbury, evidenced by the increase of New Milford ridership to the 7:00 a.m. pulse from two to nine passengers since 1991.

Access to Danbury from New Milford is limited under the current schedule. The 6:20 a.m. Super 7 express trip, which arrives at the Pulse Point at 7:00 a.m., is the only trip accessing the Pulse Point from New Milford before 8:00 a.m. The 1991 schedule provided access to both the 7:00 and 7:30 p.m. pulses, with no one riding the latter trip, which had a 70 minute trip inbound trip time that may have deterred use.

In addition, since the 1990 service upgrade, no trip from New Milford provided access to the 3:30 p.m. pulse. Trips which arrive at the Pulse Point at 3:00 and 4:00 p.m. experience the highest loading of the day on the 7 Route's inbound schedule. DATAHR-generated ridership, which follows fixed patterns, accounts for the vast majority of passengers on these two trips. Therefore, the high loading numbers may not necessarily indicate new demand for service to the 3:30 pulse. However, the additional inbound trip would be an added convenience to current passengers, particularly those affected by excessive loading which often occurs following the 3:33 p.m. pick-up at DATAHR.

4. Origin-Destination Limitations. As expected, some passengers, particularly those new to the system, are confused by the midday split of the 7 Route and the 4 Route. Since the diversion of the 4 Route to Osborne Street, passengers in the White Street segment have lost a direct link from White Street to the Federal Road shopping centers. These passengers now must walk the one-fifth to one-third of a mile distance to Osborne Street for direct service without a transfer. Further, service to the Federal road shopping centers is less convenient for passengers north of the Regional YMCA. While many adapted immediately, some passengers continue to have difficulty

adjusting to a route which conveniently serves them during one time of the day but does not provide the same convenience during another.

The schedule, however, does not leave such passengers stranded. If the passenger will not transfer to the 4 Route at the Pulse Point, the 7 Route will provide service along Federal Road, but may require passengers to cross the congested road to access their destination.

Evaluation of Past Changes. The length and complexity of the 7 Route leave little opportunity for obvious service improvements through scheduling. Several compact areas with growing service demand are connected by long rural or industrial areas generating little ridership. Schedule adjustments serve to counterbalance trade-offs, primarily travel time vs. origin-destination options and convenience vs. efficiency. Therefore, the options analysis will begin with an evaluation of the significant service changes of 1993 and 1994.

1993 Changes

The service changes made in 1993 include the midday and Saturday separation of the 4 Route from the 7 Route and the beginning of the peak-period Super 7 express trips. The complex schedule is serving the increased levels of demand. The extent to which these new riders are using the service because of the changes is unknown.

The Super 7 express trips are serving noticeable more passengers than corresponding trips in 1991. However, use of Super 7, as previously stated, cuts off access to significant portions of the route. This bypass would be acceptable if it reduced travel time, but backups on White Turkey Road to the Super 7 access ramps eliminates these savings. Drivers consider travel along Federal Road to take no more time.

The Route 4 & 7 split converted much layover time to service time, greatly shortened travel time, and improved on-time performance. Ridership during both the midday and Saturday periods is higher than in 1991. When factoring-out ridership generated from DATAHR Building 3, the ridership from the 4-Corners segment has even held steady despite vocal concerns from Brooks Quarry residents. The

current schedule is preferable to the three-hour round trips of the 1991 schedule.

1994 Changes

In 1994, the 4 Route was directed to Osborne Street and Germantown Road rather than White Street. This change provides some advantages, such as cross-town travel from Federal Road to Hospital Avenue without a transfer and better inbound service from the Sand Pit Medical Center, but limits other trips as discussed above. White Street ridership has in fact decreased during both the midday and Saturday periods, even though it rose during the A.M. Peak and held steady during the P.M. peak. Ridership from the Osborne Street segment compensates for the decrease during weekdays but not on Saturday. Further, some of the Osborne Street ridership has shifted from the 1 Medical Center/Golden Hill Route and does not completely reflect new riders.

Although it has not to this point generated greater ridership, the 4 Route's Osborne Street service may improve. The Super 7 Express trips required many months before passengers adjusted to the schedule and discovered the new service options. However, falling White Street ridership is not consistent with increased passenger activity at the Pulse Point and within the Miracle Mile segment. Therefore, if continued decreases of White Street passenger activity is evident from the next COA survey, a return of 4 Route service to White Street may be warranted.

Remaining 1994 changes included the shifting of the starting point of trips arriving for the 6:30 and 7:30 a.m. pulses to Stew Leonard's. These changes affected inbound trips which were generating very little ridership until the point of reaching White Street. These trips continue to their generate their limited ridership from White Street. One current passenger is regularly inconvenienced by the first trip's loss of service from DATAHR, but these changes have not had a measurable effect on ridership.

Evaluation of Other Possible Changes. Since route ridership is experiencing its greatest gains within segments directly on the Route 202 corridor, the greatest opportunities for additional service improvements are in the scheduling of

deviations. The following options investigate possible improvements.

Eliminate Unproductive Timepoints

The limited demand among the northern deviations and the schedule inconsistencies which result from service to them suggest that service efficiencies could be improved with a complete elimination of such deviations. Such an elimination could reduce peak period round trip times to two hours and allow the elimination of the 4 Route, as the 7 Route alone could serve the Federal Road shopping centers and complete a round trip in two hours.

Such an elimination, though, could worsen the problem of very light loading in New Milford, since as many as half of the few passengers on board several of these trips require service to a deviated timepoint. Limited elimination of service during particular periods of the day is possible. Brooks Quarry and Butterbrook Apartments do not generate ridership during the peak periods and can readily be cut. The Brookfield Municipal Center may be cut from the A.M. peak schedule.

Implement Deviated Fixed Route

As another option, a deviated fixed route service could accommodate affected passengers but avoid sending buses where there is little demand. Under such a system, deviations would be made by request only. Passengers would be required to call ahead to request service pick-up at locations off the main corridor. Drop-off requests can be made on board, eliminating the need for an additional call.

The 7 Route is ideally suited for deviated fixed route service since there are numerous deviations, all of which generate few passenger trips. The advantages are the increased efficiency of fewer deviations, a minimal loss of ridership, and a less complex schedule which is better suited to the passengers' specific trip requirements. Other locations not presently served may even be added as deviations based on the amount of slack time in the schedule of particular trips.

Disadvantages do exist, though. Because arrival and departure times will vary based on the deviations served, scheduled times must be published as approximations.

Passengers, dispatchers, and drivers will have the added inconvenience of setting and remembering additional reservations. If the service is operated according to the schedule shown in Exhibit 15, two driver positions will be eliminated.

Recommendations. Because of major routing changes in each of the last two years and substantial ridership growth, indicating that new riders are using the service, the 7 New Milford and 4 Brookfield Routes should be spared of significant changes this year if possible. However, it should be noted that significant economies are possible through another route restructuring. If anticipated budget constraints force service cuts, the implementation of a deviated fixed route system would be the remedy with the smallest risk of lost ridership.

If further cuts are necessary, elimination of Saturday service to New Milford is the best option. This service generates about 80 trips (inbound ons plus outbound offs) north of the Regional YMCA each Saturday. This change would save nine hours per Saturday from a deviated fixed route schedule and over 17 hours from the current Saturday schedule.

Without a need to cut fixed route service hours, the only schedule adjustment recommended for the 7 Route is the shifting of Super 7 express trips to Federal Road, where these trips would continue operating as express trips with no change in service hours. Other adjustments to the 7 Route schedule to improve schedule consistency include the addition of a 3:57 p.m. outbound trip and 8:30 a.m. inbound trip to the YMCA. The 7:59 a.m. inbound trip to the YMCA may be adjusted to 8:00 p.m. to maintain consistency in arrivals on the hour or half-hour. With no recorded passengers, the 7:23 a.m. outbound trip to the YMCA may be cut to maintain schedule consistency of A.M. peak outbound service.

An evaluation of the White Street and Osborne Street segments should be made during the next COA to determine the most productive routing option for the 4 Route.

ROUTE 7 - NEW MILFORD
DEVIATED FIXED ROUTE SCHEDULE
30/60 PEAK/MIDDAY FREQUENCIES TO ALL POINTS

WEEKDAYS - OUTBOUND									WEEKDAYS - INBOUND								
Dept Pulse	Federal/ White	Stew's	Caldor	ATAHR	Regional YMCA	4 Corners	NM Green	Arrv 109/202	Dept Pulse	NM Green	4 Corners	Regional YMCA	ATAHR	Caldor	Stew's	Federal/ White	Arrive Pulse
									6:15	6:20	6:33	6:10	+	+	—	6:18	6:25
									6:45	6:50	7:03	6:40	+	+	—	6:48	6:55
									7:00	7:05	7:23	7:10	+	+	—	7:18	7:25
6:05	6:10	+	+	+	6:20	6:27	6:45	6:50	7:30	7:35	7:53	7:30	7:33	7:39	—	7:48	7:55
6:30	6:36	+	+	+	6:50	6:57	7:15	7:20	8:00	8:05	8:23	8:00	8:03	8:09	—	8:18	8:25
7:00	7:06	+	+	+	7:20	7:27	7:45	7:50	8:30	8:35	8:53	8:30	8:33	8:39	—	8:48	8:55
7:30	7:36	—	7:45	7:52	7:55	8:02	8:20	8:25	9:00	9:05	9:23	9:30	9:33	9:39	9:43	9:48	9:55
8:00	8:06	8:13	8:17	8:24	8:27	8:34	8:50	8:55	10:00	10:05	10:23	10:30	10:33	10:39	10:43	10:48	10:55
8:30	8:36	—	8:47	8:54					11:00	11:05	11:23	11:30	11:33	11:39	11:43	11:48	11:55
9:00	9:06	9:13	9:17	9:24	9:27	9:34	9:50	9:55	12:00	12:05	12:23	12:30	12:33	12:39	12:43	12:48	12:55
10:00	10:06	10:13	10:17	10:24	10:27	10:34	10:50	10:55	1:00	1:05	1:23	1:30	1:33	1:39	1:43	1:48	1:55
11:00	11:06	11:13	11:17	11:24	11:27	11:34	11:50	11:55	2:00	2:05	2:23	2:30	2:33	2:39	2:43	2:48	2:55
12:00	12:06	12:13	12:17	12:24	12:27	12:34	12:50	12:55	2:20	2:25	2:43	2:55	3:03	3:09	—	3:18	3:25
									2:50	2:55	3:23	3:30	3:33	3:39	—	3:48	3:55
1:00	1:06	1:13	1:17	1:24	1:27	1:34	1:50	1:55	3:20	3:25	3:53	4:00	4:03	4:09	—	4:18	4:25
									4:00	4:05	4:23	4:30	4:33	4:39	—	4:48	4:55
2:00	2:06	2:13	2:17	2:24	2:27	2:34	2:50	2:55	4:30	4:35	4:53	5:00	5:03	5:09	—	5:18	5:25
3:00	3:06	—	3:17	3:24	3:27	3:34	3:50	3:55	5:00	5:05	5:23	5:30	5:33	5:39	—	5:48	5:55
3:30	3:36	—	3:47	3:54	3:57	4:04	4:20	4:25	5:25 Express to Garage								
4:00	4:06	—	4:17	4:24	4:27	4:34	4:50	4:55	5:45 Express to Garage								
4:30	4:36	—	4:47	4:54	4:57	5:04	5:20	5:25									
5:00	5:06	—	+	+	5:17	5:24	5:40	5:45									
5:30	5:36	—	+	+	5:47	5:54	6:10	6:15									
6:00	6:06	—	+	+	6:17	6:24	6:40	6:45									
SATURDAY - OUTBOUND									SATURDAY - INBOUND								
									8:00	8:05	8:23	8:30	+	8:39	8:43	8:48	8:55
8:00	8:06	8:13	8:17	+	8:25	8:34	8:50	8:55	9:00	9:05	9:23	9:30	+	9:39	9:43	9:48	9:55
9:00	9:06	9:13	9:17	+	9:25	9:34	9:50	9:55	10:00	10:05	10:23	10:30	+	10:39	10:43	10:48	10:55
10:00	10:06	10:13	10:17	+	10:25	10:34	10:50	10:55	11:00	11:05	11:23	11:30	+	11:39	11:43	11:48	11:55
11:00	11:06	11:13	11:17	+	11:25	11:34	11:50	11:55	12:00	12:05	12:23	12:30	+	12:39	12:43	12:48	12:55
12:00	12:06	12:13	12:17	+	12:25	12:34	12:50	12:55	1:00	1:05	1:23	1:30	+	1:39	1:43	1:48	1:55
1:00	1:06	1:13	1:17	+	1:25	1:34	1:50	1:55	2:00	2:05	2:23	2:30	+	2:39	2:43	2:48	2:55
2:00	2:06	2:13	2:17	+	2:25	2:34	2:50	2:55	3:00	3:05	3:23	3:30	+	3:39	3:43	3:48	3:55
3:00	3:06	3:13	3:17	+	3:25	3:34	3:50	3:55	4:00	4:05	4:23	4:30	+	4:39	4:43	4:48	4:55
4:00	4:06	4:13	4:17	+	4:25	4:34	4:50	4:55									
5:00	5:06	5:13	5:17	+	5:25	5:34	5:50	5:55									

Shaded times subject to variability due to requested deviations.

Service Deviations By Request

Commonwealth
 Brookline Municipal Center
 Brookline
 Brad Street
 Kimball
 Sunny Valley Road
 Edward's
 Butterbrook Apartments

APPENDIX

Ridership Sampling Summaries

HOUBATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
Weekday Outbound Trip Summary

Stop No.	Street Location	Location Description	AM Peak		Midday		PM Peak		Total	
			On	Off	On	Off	On	Off	On	Off
000	Kennedy Avenue	Pulse Point	70	0	33	0	42	0	161	0
001	White Street	40 feet east of National Lane	1	0	2	0	2	0	5	0
002	White Street	Front of Leahy's	10	0	2	2	2	0	14	0
003	White Street	Front of Hoffman Fuel	0	2	1	4	0	0	1	6
004	White Street	Front of 208 White Street	0	0	1	2	0	1	1	3
005	White Street	Opposite Barrett House	3	3	0	2	2	0	11	11
006	Federal Road	Opposite Lavine Automotive	1	1	1	0	0	0	2	1
007	Federal Road	Opposite BMW dealer	0	0	0	0	0	0	0	0
008	Federal Road	Front of Mitchell Oil	0	2	0	0	0	0	0	2
009	Federal Road	Opposite HART Garage	0	1	0	2	1	1	1	4
010	Federal Road	Opposite Ito House Hobbies	0	0	0	1	0	0	0	1
011	Federal Road	Opposite Fair Auto Park	0	4	0	0	0	0	0	4
012	Federal Road	Opposite Days Inn	0	1	0	1	1	1	1	3
013	Federal Road	Front of Park and Ride lot	7	4	0	0	0	0	7	4
014	Federal Road	Opposite Bob's Store	0	0	0	0	0	1	0	1
015	None	Front of Shaw Leonard's	0	0	0	0	0	2	0	2
016	Federal Road	150 feet south of access drive	0	1	0	3	0	0	0	4
017	Federal Road	Front of Pizza Hut	0	1	0	0	0	0	0	1
018	Federal Road	Front of Town Air Tire	0	0	0	0	1	1	1	1
019	None	Front of Office Max/NEW	0	2	0	0	0	0	0	2
020	None	Front of Calder	0	7	0	0	0	1	0	8
021	Federal Road	Front of New Colony Diner	0	1	0	0	0	0	0	1
022	None	Front of Shop Rite	0	3	2	0	0	2	2	5
023	Federal Road	75 feet south of Hardscrabble	0	3	0	0	0	1	0	4
024	Hardscrabble	80 feet west of Federal Road	0	0	0	0	0	0	0	0
025	None	Front of DATAHR	0	0	0	0	0	0	0	0
026	None	Rear of DATAHR	0	28	0	0	3	5	3	33
027	Sandy Lane	100 feet east of Federal Road	0	0	0	0	0	0	0	0
028	Federal Road	Front of Rollingwood Plaza	0	0	0	1	0	1	0	2
029	Federal Road	Opposite 300 Federal Road	0	2	0	0	0	0	0	2
030	Old New Milford Rd.	Opposite Huckleberry Hill Road	0	0	1	0	0	1	1	1
031	Junction Road	At First Assembly of God Church	0	1	0	0	0	0	0	1
032	Junction Road	20 feet west of Commerce Drive	0	1	0	3	0	0	0	4
033	Commerce Drive	Front of 81 Commerce Drive	0	3	0	0	1	0	1	3
034	Commerce Drive	Front of 81 Commerce Drive	0	3	0	0	1	0	1	3
035	Commerce Drive	Front of Greenview Serv. Ctr.	0	0	0	0	0	0	0	0
036	Pocono Road	Opposite Coverbind facility	0	0	0	0	0	0	0	0
037	Pocono Road	Opposite 70 Pocono Road	0	0	0	0	0	0	0	0
038	None	Front of Municipal Center	0	0	0	0	1	0	1	0
039	Silvermine Road	40 feet east of Dean Road	0	0	0	0	0	0	0	0
040	Silvermine Road	200 feet east of Federal Road	0	2	0	3	0	2	0	7
041	Federal Road	Opposite 628 Federal Road	0	0	0	0	0	0	0	0
042	Federal Road	Opposite Laurel Hill Road	0	0	0	0	1	1	1	1
043	Federal Road	Opposite the Hearth Restaurant	0	0	0	3	0	1	0	4
044	Station Road	Front of 10 Station Road	0	1	0	1	1	0	1	2
045	Station Road	Opposite Aldine Motel	0	0	0	0	0	0	0	0
046	Laurel Hill Road	10 feet south of North Mountain	0	0	0	0	0	0	0	0
047	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	0	0	0	0	0	0
048	None	Front of Brooks Quarry	0	0	0	2	0	0	0	2
049	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	0	0	0	0	0	0
050	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	0	0	0	0	0	0
051	Station Road	Front of Aldine Motel	0	0	0	0	0	0	0	0
052	Station Road	100 feet west of Federal Road	0	0	0	0	0	0	0	0
053	Federal Road	Opposite Brookfield Lanes	0	0	0	0	0	2	0	2
054	Federal Road	Opposite Island Water Sports	0	0	0	0	0	0	0	0
055	Federal Road	Opposite 1000 Federal Road	0	1	0	0	0	0	0	1
056	Federal Road	Opposite Days Inn	0	0	0	0	0	0	0	0
057	Federal Road	Opposite DATAHR Bldg 3	0	5	0	2	0	0	0	7
058	Danbury Road	Opposite NIM Block and Supply	0	1	0	0	0	0	0	1
059	Danbury Road	Front of ABC Mobile Marine	0	0	0	0	0	0	0	0
060	Danbury Road	40 feet south of Cross Street	0	0	1	0	0	0	1	0
061	Danbury Road	Front of 481 Danbury Road	0	0	2	0	1	0	3	0
062	Danbury Road	Opposite 442 Danbury Road	0	1	0	0	0	0	0	1
063	Danbury Road	Opposite Coome's Greenhouse	0	0	0	1	0	0	0	1
064	Danbury Road	Front of Wetmore's Chrysler	0	0	0	0	0	0	0	0
065	Danbury Road	Opposite NIM Honda	0	0	0	0	0	0	0	0
066	Danbury Road	Opposite Willow Springs	2	0	0	0	0	0	2	0
067	Danbury Road	Front of Italia Mls	0	1	1	0	0	0	1	1
068	Danbury Road	Opposite Blue Bonnet Knoll	0	0	0	0	0	0	0	0
069	None	Front of Regal Plus	0	0	0	0	0	0	0	0
070	None	Front of Super Stop N Shop	0	0	4	2	4	1	8	3
071	Danbury Road	Front of Modestoweth's	0	0	1	1	0	0	1	1
072	Danbury Road	Front of Lane's Plaza	0	1	0	0	0	0	0	1
073	Danbury Road	Opposite Villa Maria Restaurant	1	1	0	0	0	0	1	1
074	Danbury Road	150 feet south of Pickett Dist	0	1	0	1	0	0	0	2
075	Dodd Road	100 feet east of Danbury Road	0	0	0	0	0	0	0	0
076	Dodd Road	Opposite Animal Welfare	0	0	0	0	0	0	0	0
077	Pickett District Rd.	Front of Neeltran distribution	0	0	0	0	0	0	0	0
078	Pickett District Rd.	Opposite Kimberly Clark	0	1	0	0	0	0	0	1
079	Pickett District Rd.	Front of Pickett District Apts	0	0	0	0	0	0	0	0
080	Pickett District Rd.	Front of 7 Pickett District Rd.	0	0	0	0	0	0	0	0
081	Sunny Valley Road	100 feet west of Danbury Road	0	0	0	0	0	0	0	0
082	Sunny Valley Road	Flag steps in effect for SV loop	1	1	1	1	0	1	2	3
083	Sunny Valley Road	125 feet west of Danbury Road	0	0	0	0	0	0	0	0
084	Danbury Road	Front of Village Deli	0	0	0	0	0	1	0	1
085	Danbury Road	Front of Wetmore's Chrysler	0	0	0	1	0	0	0	1
086	None	Front of Edwards's	0	0	1	0	0	0	1	0
087	Bridge Street	35 feet west of Spring Street	0	3	0	2	0	3	0	5
088	Bridge Street	Front of 46 Bridge Street	0	0	0	4	0	2	0	6
089	Main Street	Front of Town Hall	0	7	1	5	1	13	2	25
090	Main Street	Front of Senior Center	0	2	2	2	0	2	2	6
091	Elm Street	Front of NIM Hospital	0	0	1	1	0	1	1	2
092	Bulterbrook	Flag steps in effect	0	0	0	1	0	0	0	1
093	Bulterbrook	Opposite Hill Drive	0	0	1	1	0	0	1	1
094	Park Lane Road	Front of 4 Park Lane Road	0	0	0	0	0	0	0	0
095	Park Lane Road	Front of Overhouth of CLAP	0	0	0	0	0	0	0	0
096	Park Lane Road	Opposite Park Lane West	2	0	0	3	0	0	2	3
097	Park Lane Road	Front of Park Lane Plaza	0	0	0	1	0	0	0	1
098	Old Park Lane	Flag steps in effect	0	0	1	1	1	4	2	5
099	Chestnut Land Road	200 feet east of Route 202	0	1	0	0	0	1	0	2
100	None	Front of Chestnut Grove	0	0	0	0	0	0	0	0
Totals			104	104	68	66	68	71	238	240

HOUBATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
Weekday Inbound Trip Summary

Stop No.	Street Location	Location Description	AM Peak		Midday		PM Peak		Total	
			On	Off	On	Off	On	Off	On	Off
007	Chestnut Lane Road	500 feet east of Route 303	0	0	0	0	0	0	0	0
008	Park Lane Road	30 feet north of Avery Drive	1	0	0	0	0	0	1	0
009	Park Lane Road	Opposite 72 Park Lane Road	0	0	0	0	0	1	0	1
100	Park Lane Road	Front of Marywood Manor	0	0	0	0	0	0	0	0
101	Park Lane Road	15 feet north of Park Lane Wt.	0	0	2	0	1	0	3	0
102	Park Lane Road	Opposite 24 Park Lane at pond	0	0	0	0	0	0	0	0
103	Park Lane Road	Front of New Milford Police	0	0	0	0	0	0	0	0
104	Poplar Street	5 feet north of Hill Drive	0	0	1	0	0	0	1	0
106	Elm Street Ext.	75 feet east of Poplar Street	0	0	1	0	0	0	1	0
	Elm St Ext.	Flag stop-Butterbrook driveway	0	0	2	0	0	0	2	0
108	Elm Street	Front of New Milford Hospital	0	1	1	1	1	1	2	2
107	Main Street	40 feet north of Boardman Ter.	0	0	0	1	0	0	0	1
108	Main Street	Front of Stone Pharmacy	16	0	7	0	4	0	28	0
109	Bridge Street	15 feet east of Young's Field	0	0	1	0	0	1	1	1
008	None	Front of Edwards's	0	0	0	0	0	1	0	1
110	Danbury Road	Front of New Milford Golf	0	0	0	0	0	0	0	0
111	Danbury Road	Front of Amoco/Food Shop	0	0	0	0	0	0	0	0
001	Sunny Valley Road	100 feet west of Danbury Road	0	0	0	0	0	0	0	0
	Sunny Valley Road	Flag stops in effect for SV loop	0	1	2	2	0	0	2	3
002	Sunny Valley Road	125 feet west of Danbury Road	1	0	0	0	0	0	1	0
112	Danbury Road	Front of United Methodist Church	0	0	1	0	0	0	1	0
113	Danbury Road	Front of Villa Maria Rest.	0	0	0	0	0	0	0	0
114	Danbury Road	Front of Hous. Vol. Publishing	0	0	0	0	0	0	0	0
116	Danbury Road	Front of Federal Plaza	0	0	0	0	0	0	0	0
118	Pickett District Rd.	120 feet east of Danbury Road	0	0	--	--	0	0	0	0
117	Pickett District Rd.	Front of 40 Pickett District	0	0	--	--	0	0	0	0
118	Pickett District Rd.	Front of Kimberly Clark	0	0	--	--	1	1	1	1
119	Pickett District Rd.	Front of 80 Pickett District	0	0	--	--	0	0	0	0
120	Dodd Road	Front of Animal Welfare	0	0	--	--	0	0	0	0
121	Dodd Road	100 feet east of Danbury Road	0	0	0	1	0	0	0	1
009	None	Front of Bagel Plus	0	0	0	1	0	0	0	1
070	None	Front of Super Stop N Shop	0	1	4	1	0	0	4	2
123	Danbury Road	Front of Mid Bank and Trust	0	0	0	0	0	0	0	0
124	Danbury Road	Front of Mid Gully Mart	0	0	0	0	0	0	0	0
125	Danbury Road	Front of Willow Springs	0	0	1	1	0	0	1	1
126	Danbury Road	Front of New Milford Honda	0	0	1	0	0	0	1	0
127	Danbury Road	Opposite Weinman's Chrysler	1	0	0	0	0	0	1	0
128	Danbury Road	Front of Coe's Greenhouse	0	0	0	0	0	0	0	0
129	Danbury Road	Front of Candlewood Condos	1	1	1	3	0	0	2	4
130	Danbury Road	100 feet south of Cross Street	0	0	0	0	0	0	0	0
131	Danbury Road	Front of Coastal serv. station	0	0	0	0	0	0	0	0
132	Danbury Road	Front of 888 Danbury Road	0	1	0	0	0	0	0	1
133	Federal Road	Front of DATAHR Bldg. 3/All Star	0	0	14	0	5	0	19	0
134	Federal Road	Front of Brookfield Days Inn	0	0	3	0	0	0	3	0
136	Federal Road	Front of 1000 Federal Road	0	1	0	0	0	0	0	1
138	Federal Road	Front of Inland Water Sports	0	0	0	0	0	0	0	0
048	None	Front of Brooks Quarry	0	0	2	0	0	0	2	0
049	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	0	0	0	0	0	0
050	Laurel Hill Road	10 feet south of W. Mountain Rd	0	0	0	0	0	0	0	0
051	Station Road	Front of Aldine Motel	0	0	0	0	0	0	0	0
052	Station Road	100 feet west of Federal Road	0	0	0	0	2	1	2	1
137	Federal Road	Front of Brookfield Lanes	1	0	0	0	0	0	1	0
138	Federal Road	Front of 806 Federal Road	0	0	0	0	0	0	0	0
139	Federal Road	Front of The Hearth Restaurant	0	0	0	0	1	0	1	0
140	Federal Road	25 feet south of Laurel Hill	0	1	0	0	0	0	0	1
141	Federal Road	Front of 632 Federal Road	0	0	0	0	0	0	0	0
142	Silvermine Road	180 feet east of Federal Road	0	0	0	0	0	0	0	0
143	Silvermine Road	70 feet west of Dean Road	0	0	0	0	0	0	0	0
036	None	Front of Municipal Center	0	0	0	1	0	2	0	3
144	Pocono Road	Front of 70 Pocono Road	0	0	0	0	0	0	0	0
146	Pocono Road	Front of 20 Pocono Road	0	0	0	0	0	0	0	0
033	Commerce Drive	Front of 81 Commerce Drive	0	0	--	--	1	0	1	0
034	Commerce Drive	Front of 81 Commerce Drive	0	0	--	--	0	0	0	0
036	Commerce Drive	Front of GreenTree Serv. Ctr.	0	0	--	--	4	0	4	0
148	Junction Road	Opposite Commerce Drive	0	0	2	0	0	0	2	0
147	Junction Road	Opp First Assembly of God Church	0	0	0	0	0	0	0	0
148	Old New Milford Rd.	75 ft north of Huckleberry Hill	0	0	0	0	0	0	0	0
149	Federal Road	Front of 300 Federal Road	0	0	0	0	0	0	0	0
150	Federal Road	Opposite Rollingwood Condos	0	0	1	1	0	0	1	1
181	Federal Road	100 feet south of Coe's entr.	0	0	0	1	1	0	1	1
025	None	Front of DATAHR	0	0	0	0	0	0	0	0
028	None	Rear of DATAHR	0	2	1	11	18	0	20	13
182	Federal Road	Front of Pasta Gardens Rest.	0	0	0	0	1	0	1	0
022	None	Front of Shop Rite	1	0	0	0	2	0	3	0
153	Federal Road	Opposite New Colony Diner	0	0	0	3	1	1	1	4
020	None	Front of Celler	0	0	0	0	3	0	3	0
019	None	Front of Office Max/NEW	0	0	0	0	7	0	7	0
154	Federal Road	Front of Ray Rogers	0	1	0	0	1	0	1	1
156	Federal Road	Front of Wallin Pools	0	0	0	1	0	0	0	1
158	Federal Road	Front of H-FI Stereo	2	0	0	0	0	0	2	0
015	None	Front of Shaw Leonard's	0	0	0	0	0	0	0	0
157	Federal Road	Front of Bob's Store	0	0	3	1	8	0	8	1
158	Federal Road	Front of Union Trust Bank	0	0	0	0	1	8	1	8
180	Federal Road	Front of Days Inn	0	0	2	0	0	0	2	0
180	Federal Road	Front of Fair Auto Park	0	0	0	0	0	0	0	0
181	Federal Road	Front of Ice House Hobbies	0	0	0	0	0	0	0	0
182	Federal Road	Front of HART Operations	0	0	0	0	1	0	1	0
183	Federal Road	Opposite Mitchell Oil	0	0	2	0	0	0	2	0
184	Federal Road	Front of Val's Car Wash	0	0	0	0	0	0	0	0
186	Federal Road	Front of Aaco Supply Co.	0	0	0	0	0	0	0	0
188	Federal Road	Front of 10 Federal Road	0	0	0	0	2	0	0	2
187	White Street	Front of Barrell House	3	1	4	1	0	1	7	3
188	White Street	35 feet west of Eighth Street	0	0	1	0	0	0	1	0
189	White Street	Front of WCBU White Hall	3	1	0	0	0	0	3	1
170	White Street	80 feet west of Moss Avenue	2	0	0	2	0	7	2	9
171	Lee Hotel Dr.	85 feet north of White Street	0	0	0	0	4	0	0	4
000	Kennedy Avenue	Pulse Point	0	20	0	20	0	30	0	84
Totals			36	37	62	62	63	60	181	158

HOUBATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
A.M. Peak Period Outbound Trips

Stop No.	Street Location	Location Description	6:05		6:30		7:00		7:30		8:00		8:30		Total	
			On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
000	Kennedy Avenue	Pulse Point	0	0	4	17	0	17	0	0	0	0	0	0	0	0
001	White Street	40 feet east of National Lane	0	0	4	0	17	0	12	1	0	0	18	0	17	1
002	White Street	Front of Leahy's	0	0	4	0	21	1	0	13	1	0	10	0	18	0
003	White Street	Front of Hoffman Post	0	0	4	0	20	0	0	13	0	0	11	0	22	0
004	White Street	Front of 206 White Street	0	0	4	0	20	0	0	13	0	0	11	0	0	0
005	White Street	Opposite Barrett House	0	0	4	1	0	21	0	1	12	1	2	10	1	0
006	Federal Road	Opposite Levine Automotive	0	0	4	1	0	22	0	0	12	0	0	10	0	0
007	Federal Road	Opposite BMW dealer	0	0	4	0	0	22	0	0	12	0	0	10	0	0
008	Federal Road	Front of Mitchell Oil	0	0	4	0	1	21	0	0	12	0	0	10	0	0
009	Federal Road	Opposite HART Garage	0	0	4	0	0	21	0	0	12	0	0	10	0	0
010	Federal Road	Opposite Ice House Hebbles	0	0	4	0	0	21	0	0	12	0	0	10	0	0
011	Federal Road	Opposite Fair Auto Park	0	0	4	0	1	20	0	3	9	0	0	10	0	0
012	Federal Road	Opposite Days Inn	0	0	4	0	0	20	0	0	9	0	0	10	0	0
013	Federal Road	Front of Park and Ride lot	0	0	4	0	2	18	0	1	8	0	0	10	0	0
014	Federal Road	Opposite Bob's Store	0	0	4	0	0	18	0	0	8	0	0	10	0	0
015	None	Front of Stew Leonard's	0	0	4	0	0	18	—	—	—	—	—	—	0	0
016	Federal Road	150 feet south of access drive	0	0	4	0	0	18	0	1	7	0	0	10	0	0
017	Federal Road	Front of Plaza Mall	0	0	4	0	0	18	0	0	7	0	1	9	0	0
018	Federal Road	Front of Town Fair Tire	0	0	4	0	0	18	0	0	7	0	0	9	0	0
019	None	Front of Office Mart/NEW	0	0	4	0	0	18	0	0	7	0	1	8	0	0
020	None	Front of Calder	0	0	4	0	2	16	0	0	7	0	1	7	0	0
021	Federal Road	Front of New Colony Diner	0	1	3	0	0	16	0	0	7	—	—	—	0	0
022	None	Front of Shop Rite	0	0	3	0	0	16	0	0	7	0	1	8	0	0
023	Federal Road	75 feet south of Handicrabble	0	0	3	0	3	13	0	0	7	0	0	8	0	0
024	Handicrabble	80 feet west of Federal Road	0	0	3	0	0	13	0	0	7	0	0	8	0	0
025	None	Front of DATAHR	0	0	3	0	0	13	0	0	7	0	0	8	0	0
026	None	Rear of DATAHR	0	0	3	0	1	12	0	0	7	0	0	8	0	0
027	Sandy Lane	100 feet east of Federal Road	0	0	3	0	0	12	0	0	7	0	0	8	0	0
028	Federal Road	Front of Rollingwood Plaza	0	0	3	0	0	12	0	0	7	0	0	8	0	0
029	Federal Road	Opposite 300 Federal Road	0	0	3	0	0	12	0	0	7	0	1	8	0	0
030	Old New Milford Rd.	Opposite Huckleberry Hill Road	0	0	3	0	0	12	0	0	7	0	0	8	0	0
031	Junction Road	At First Assembly of God Church	0	0	3	0	0	12	0	0	7	0	0	8	0	0
032	Junction Road	20 feet west of Commerce Drive	0	0	3	0	0	12	0	1	6	0	0	8	0	0
033	Commerce Drive	Front of 81 Commerce Drive	0	0	3	0	3	9	0	0	6	0	0	8	0	0
034	Commerce Drive	Front of 61 Commerce Drive	0	0	3	0	1	8	0	2	4	0	0	8	0	0
035	Commerce Drive	Front of Greenlee Serv. Ctr.	0	0	3	0	0	8	0	0	4	0	0	8	0	0
036	Pocono Road	Opposite Coverblind facility	0	0	3	0	0	8	0	0	4	0	0	8	0	0
037	Pocono Road	Opposite 70 Pocono Road	0	0	3	0	0	8	0	0	4	0	0	8	0	0
038	None	Front of Municipal Center	0	0	3	0	0	8	0	0	4	0	0	8	0	0
039	Silvermine Road	40 feet east of Dean Road	0	0	3	0	0	8	0	0	4	0	0	8	0	0
040	Silvermine Road	200 feet east of Federal Road	0	0	3	0	1	7	0	0	4	0	0	8	0	0
041	Federal Road	Opposite 628 Federal Road	0	0	3	0	0	7	0	0	4	0	0	8	0	0
042	Federal Road	Opposite Laurel Hill Road	0	0	3	0	0	7	0	0	4	0	0	8	0	0
043	Federal Road	Opposite the Hearth Restaurant	0	0	3	0	0	7	0	0	4	0	0	8	0	0
044	Station Road	Front of 10 Station Road	0	0	3	0	1	6	0	0	4	0	0	8	0	0
045	Station Road	Opposite Aldine Metal	0	0	3	0	0	6	0	0	4	0	0	8	0	0
046	Laurel Hill Road	10 feet south of North Mountain	0	0	3	0	0	6	0	0	4	0	0	8	0	0
047	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	3	0	0	6	0	0	4	0	0	8	0	0
048	None	Front of Brooks Quarry	0	0	3	0	0	6	0	0	4	0	0	8	0	0
049	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	3	0	0	6	0	0	4	0	0	8	0	0
050	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	3	0	0	6	0	0	4	0	0	8	0	0
051	Station Road	Front of Aldine Metal	0	0	3	0	0	6	0	0	4	0	0	8	0	0
052	Station Road	100 feet west of Federal Road	0	0	3	0	0	6	0	0	4	0	0	8	0	0
053	Federal Road	Opposite Brookfield Lanes	0	0	3	0	0	6	0	0	4	0	0	8	0	0
054	Federal Road	Opposite Island Water Sports	0	0	3	0	0	6	0	0	4	0	0	8	0	0
055	Federal Road	Opposite 1000 Federal Road	0	0	3	0	0	6	0	0	4	0	0	8	0	0
056	Federal Road	Opposite Days Inn	0	0	3	0	0	6	0	0	4	0	0	8	0	0
057	Federal Road	Opposite DATAHR Bldg 3	0	0	3	0	1	5	0	1	3	0	0	8	0	0
058	Danbury Road	Opposite NM Block and Supply	0	0	3	0	0	5	0	1	2	0	0	8	0	0
059	Danbury Road	Front of ABC Mobile Marine	0	0	3	0	0	5	0	0	2	0	0	8	0	0
060	Danbury Road	40 feet south of Cross Street	0	0	3	0	0	5	0	0	2	0	0	8	0	0
061	Danbury Road	Front of 481 Danbury Road	0	0	3	0	0	5	0	0	2	0	0	8	0	0
062	Danbury Road	Opposite 442 Danbury Road	0	0	3	0	0	5	0	1	1	0	0	8	0	0
063	Danbury Road	Opposite Coemo's Greenhouse	0	0	3	0	0	5	0	0	1	0	0	8	0	0
064	Danbury Road	Front of Wilmore's Chrysler	0	0	3	0	0	5	0	0	1	0	0	8	0	0
065	Danbury Road	Opposite NMI Honda	0	0	3	0	0	5	0	0	1	0	0	8	0	0
066	Danbury Road	Opposite Willow Springs	0	0	3	0	0	5	0	0	1	2	0	7	0	0
067	Danbury Road	Front of Italia Mls	0	0	3	0	1	4	0	0	1	0	0	7	0	0
068	Danbury Road	Opposite Blue Bonnet Knot	0	0	3	0	0	4	0	0	1	0	0	7	0	0
069	None	Front of Bagel Plus	0	0	3	0	0	4	0	0	1	0	0	7	0	0
070	None	Front of Super Stop N Shop	0	0	3	0	0	4	0	0	1	0	0	7	0	0
071	Danbury Road	Front of Modalewitz's	0	0	3	0	0	4	0	0	1	0	0	7	0	0
072	Danbury Road	Front of Lori's Plaza	0	1	2	0	0	4	0	0	1	0	0	7	0	0
073	Danbury Road	Opposite Villa Maria Restaurant	0	1	1	0	0	4	0	0	1	0	0	7	1	0
074	Danbury Road	150 feet south of Pictt Dist	0	0	1	0	1	3	0	0	1	0	0	7	0	0
075	Dodd Road	100 feet east of Danbury Road	0	0	1	0	0	3	0	0	1	0	0	7	0	0
076	Dodd Road	Opposite Animal Welfare	0	0	1	0	0	3	0	0	1	0	0	7	0	0
077	Pickett District Rd.	Front of Neeltran distribution	0	0	1	0	0	3	0	0	1	0	0	7	0	0
078	Pickett District Rd.	Opposite Kimberly Clark	0	1	0	0	0	3	0	0	1	0	0	7	0	0
079	Pickett District Rd.	Front of Pickett District Apts	0	0	0	0	0	3	0	0	1	0	0	7	0	0
080	Pickett District Rd.	Front of 7 Pickett District Rd.	0	0	0	0	0	3	0	0	1	0	0	7	0	0
081	Sunny Valley Road	100 feet west of Danbury Road	0	0	0	0	0	3	0	0	1	0	0	7	0	0
082	Sunny Valley Road	Flag stops in effect for SV loop	1	0	1	0	0	3	0	0	1	0	0	6	—	—
083	Sunny Valley Road	125 feet west of Danbury Road	0	0	1	0	0	3	0	0	1	0	0	6	—	—
084	Danbury Road	Front of Village Deli	0	0	1	0	0	3	0	0	1	0	0	6	0	0
085	Danbury Road	Front of Wilmore's Chrysler	0	0	1	0	0	3	0	0	1	0	0	6	0	0
086	None	Front of Edwards	0	0	1	0	0	3	0	0	1	0	0	6	0	0
087	Bridge Street	35 feet west of Spring Street	0	0	1	0	0	3	0	0	1	0	0	6	0	0
088	Bridge Street	Front of 46 Bridge Street	0	0	1	0	0	3	0	0	1	0	0	6	0	0
089	Main Street	Front of Town Hall	0	0	1	0	0	3	0	0	1	0	0	6	0	0
090	Main Street	Front of Senior Center	0	0	1	0	0	3	0	0	1	0	0	6	0	0
091	Elm Street	Front of NMI Hospital	0	0	1	0	0	3	0	0	1	0	0	6	0	0
092	Pegler Street	Opposite Hill Drive	0	0	1	0	0	3	0	0	1	0	0	6	0	0
093	Park Lane Road	Front of 4 Park Lane Road	0	0	1	0	0	3	0	0	1	0	0	6	0	0
094	Park Lane Road	Front of Diner/South of CLAP	0	0	1	0	0	3	0	0	1	0	0	6	0	0
095	Park Lane Road	Opposite Park Lane West	0	0	1	0	0	3	0	1	1	0	0	6	0	0
096	Park Lane Road	Front of Park Lane Plaza	0	0	1	0	0	3	0	0	1	0	0	6	0	0
097	Old Park Lane	Flag stops in effect	0	0	1	0	0	3	0	0	1	0	0	6	0	0
098	Chestnut Land Road	200 feet east of Route 202	0	1	0	0	0	3	0	0	1	0	0	6	0	0
099	None	Front of Chestnut Grove	—	—	—	—	—	—	—	—	—	—	—	—	0	0
Totals			0	0	23	23	14	13	18	14	24	24	23	23	104	104

HOUBATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
A.M. Peak Period Inbound Trips

Stop No.	Street Location	Location Description	8:12			8:20			7:08			7:12			7:28			7:48			8:11			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
987	Chestnut Lane Road	200 feet east of Route 202	—	—	—	0	0	0	0	0	0	—	—	—	1	0	0	2	0	0	4	0	0	1	0
988	Park Lane Road	30 feet north of Avery Drive	—	—	—	1	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	1	0
989	Park Lane Road	Opposite 72 Park Lane Road	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
100	Park Lane Road	Front of Marywood Manor	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
101	Park Lane Road	15 feet north of Park Lane W.	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
102	Park Lane Road	Opposite 24 Park Lane at pond	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
103	Park Lane Road	Front of New Milford Police	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
104	Poplar Street	5 feet north of Hill Drive	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
105	Elm Street Ext.	75 feet east of Poplar Street	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
106	Elm St Ext.	Flag stops-Bullbrook deviation	—	—	—	—	—	—	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
108	Elm Street	Front of New Milford Hospital	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	1	0	0	1
107	Main Street	40 feet north of Boardman Ter.	—	—	—	0	0	1	0	0	0	—	—	—	0	0	2	0	0	4	0	0	0	0	0
108	Main Street	Front of Stone Pharmacy	—	—	—	0	0	0	2	0	2	—	—	—	0	0	2	3	0	7	2	0	2	18	0
109	Bridge Street	15 feet east of Young's Field	—	—	—	0	0	0	0	0	2	—	—	—	0	0	2	0	0	7	0	0	2	0	0
108	None	Front of Edward's	—	—	—	—	—	—	0	0	2	—	—	—	0	0	2	0	0	7	0	0	2	0	0
110	Danbury Road	Front of New Milford Gulf	—	—	—	0	0	0	0	0	2	—	—	—	0	0	2	0	0	7	0	0	2	0	0
111	Danbury Road	Front of AmacoFood Shop	—	—	—	0	0	0	0	0	2	—	—	—	0	0	2	0	0	7	0	0	2	0	0
981	Sunny Valley Road	100 feet west of Danbury Road	—	—	—	0	0	0	0	0	2	—	—	—	0	0	2	0	0	7	0	0	2	0	0
982	Sunny Valley Road	Flag stops in effect for SV loop	—	—	—	—	—	—	0	0	2	—	—	—	0	0	2	0	1	6	0	0	2	0	1
112	Danbury Road	125 feet west of Danbury Road	—	—	—	0	0	0	1	0	3	—	—	—	0	0	2	0	0	6	0	0	2	1	0
113	Danbury Road	Front of United Methodist Church	—	—	—	0	0	0	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
114	Danbury Road	Front of Villa Maria Rest.	—	—	—	0	0	0	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
115	Danbury Road	Front of Hous. Val. Publishing	—	—	—	0	0	0	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
116	Pickett District Rd.	Front of Federal Plaza	—	—	—	0	0	0	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
117	Pickett District Rd.	120 feet east of Danbury Road	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
118	Pickett District Rd.	Front of 40 Pickett District	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
119	Pickett District Rd.	Front of Kimberly Clark	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
120	Dodd Road	Front of 80 Pickett District	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
121	Dodd Road	Front of Animal Welfare	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
989	None	100 feet east of Danbury Road	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
970	None	Front of Bagel Plus	—	—	—	—	—	—	0	0	3	—	—	—	0	0	2	0	0	6	0	0	2	0	0
123	Danbury Road	Front of Super Shop N Shop	—	—	—	—	—	—	0	0	3	—	—	—	0	1	1	0	0	6	0	0	2	0	1
124	Danbury Road	Front of Hill Bank and Trust	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	6	0	0	2	0	0
125	Danbury Road	Front of Hill Gully Mart	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	6	0	0	2	0	0
126	Danbury Road	Front of Willow Springs	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	6	0	0	2	0	0
127	Danbury Road	Front of New Milford Honda	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	6	0	0	2	0	0
128	Danbury Road	Opposite Wetmore's Chrysler	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	1	0	7	0	0	2	1	0
129	Danbury Road	Front of Coe's Greenhouse	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	7	0	0	2	0	0
130	Danbury Road	Front of Candewood Condos	—	—	—	0	1	0	0	0	3	—	—	—	0	0	1	0	0	7	1	0	3	1	1
131	Danbury Road	100 feet south of Cross Street	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	7	0	0	3	0	0
132	Danbury Road	Front of Coastal serv. station	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	7	0	0	3	0	0
133	Federal Road	Front of 508 Danbury Road	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	1	6	0	0	3	0	1
134	Federal Road	Front of DATAHR Bldg 3/AI Star	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	6	0	0	3	0	0
135	Federal Road	Front of Brookfield Days Inn	—	—	—	0	0	0	0	0	3	—	—	—	0	0	1	0	0	6	0	0	3	0	0
136	Federal Road	Front of 1000 Federal Road	—	—	—	0	1	7	0	0	3	—	—	—	0	0	1	0	0	6	0	0	3	0	1
138	Federal Road	Front of Island Water Sports	—	—	—	0	0	7	0	0	3	—	—	—	0	0	1	0	0	6	0	0	3	0	0
948	None	Front of Brooks Quarry	—	—	—	0	0	7	—	—	—	—	—	—	0	0	1	0	0	6	0	0	3	0	0
949	Laurel Hill Road	Front of 120 Laurel Hill Road	—	—	—	0	0	7	—	—	—	—	—	—	0	0	1	0	0	6	0	0	3	0	0
950	Laurel Hill Road	10 feet south of N. Mountain Rd	—	—	—	0	0	7	—	—	—	—	—	—	0	0	1	0	0	6	0	0	3	0	0
951	Station Road	Front of Aldine Motel	—	—	—	0	0	7	—	—	—	—	—	—	0	0	1	0	0	6	0	0	3	0	0
952	Station Road	100 feet west of Federal Road	—	—	—	0	0	7	—	—	—	—	—	—	0	0	1	0	0	6	0	0	3	0	0
137	Federal Road	Front of Brookfield Lanes	—	—	—	0	0	7	1	0	4	—	—	—	0	0	1	0	0	6	0	0	3	1	0
138	Federal Road	Front of 808 Federal Road	—	—	—	0	0	7	0	0	4	—	—	—	0	0	1	0	0	6	0	0	3	0	0
139	Federal Road	Front of The Hearth Restaurant	—	—	—	0	0	7	0	0	4	—	—	—	0	0	1	0	0	6	0	0	3	0	0
140	Federal Road	25 feet south of Laurel Hill	—	—	—	0	1	6	0	0	4	—	—	—	0	0	1	0	0	6	0	0	3	0	1
141	Federal Road	Front of 632 Federal Road	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
142	Silvermine Road	150 feet east of Federal Road	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
143	Silvermine Road	70 feet west of Dean Road	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
938	None	Front of Municipal Center	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
144	Pocono Road	Front of 70 Pocono Road	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
145	Pocono Road	Front of 20 Pocono Road	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
146	Junction Road	Opposite Commerce Drive	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
147	Junction Road	Opp First Assembly of God Church	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
148	Old New Milford Rd.	75 ft north of Huckleberry Hill	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
149	Federal Road	Front of 300 Federal Road	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
150	Federal Road	Opposite Rellingwood Condos	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
151	Federal Road	100 feet south of Costco entr.	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
925	None	Front of DATAHR	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	0	6	—	—	—	0	0
926	None	Rear of DATAHR	—	—	—	—	—	—	—	—	—	—	—	—	0	0	1	0	2	4	—	—	—	0	2
152	Federal Road	Front of Paolo Gardens Rest.</																							

HOUBATON AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
Midday Period Outbound Trips

Stop No.	Street Location	Location Description	9:00			10:00			11:00			12:00			1:00			2:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	11	0	11	2	0	2	6	0	6	7	0	7	3	0	3	4	0	4	33	0
001	White Street	40 feet east of National Lane	2	0	13	0	0	2	0	0	6	0	0	7	0	0	3	0	0	4	2	0
002	White Street	Front of Leahy's	1	1	13	1	0	3	0	0	6	0	0	7	0	1	2	0	0	4	2	2
003	White Street	Front of Hoffman Fuel	0	3	10	0	0	3	0	0	6	0	1	6	1	0	3	0	0	4	1	4
004	White Street	Front of 208 White Street	0	0	10	0	1	2	0	1	5	0	0	6	1	0	4	0	0	4	1	2
005	White Street	Opposite Barrett House	0	1	9	2	0	4	1	1	5	0	0	6	0	0	4	3	0	7	6	2
006	Federal Road	Opposite Levine Automotive	1	0	10	0	0	4	0	0	5	0	0	6	0	0	4	0	0	7	1	0
007	Federal Road	Opposite BMW dealer	0	0	10	0	0	4	0	0	5	0	0	6	0	0	4	0	0	7	0	0
008	Federal Road	Front of Mitchell Oil	0	0	10	0	0	4	0	0	5	0	0	6	0	0	4	0	0	7	0	0
009	Federal Road	Opposite HART Garage	0	0	10	0	0	4	0	0	5	0	1	6	0	1	3	0	0	7	0	2
010	Federal Road	Opposite Ice House Hobbies	0	1	9	0	0	4	0	0	5	0	0	6	0	0	3	0	0	7	0	1
011	Federal Road	Opposite Fair Auto Park	0	0	9	0	0	4	0	0	5	0	0	6	0	0	3	0	0	7	0	0
012	Federal Road	Opposite Days Inn	0	0	9	0	0	4	0	0	5	0	0	6	0	0	3	0	1	6	0	1
013	Federal Road	Front of Park and Ride lot	0	0	9	0	0	4	0	0	5	0	0	6	0	0	3	0	0	6	0	0
014	Federal Road	Opposite Bob's Store	0	0	9	0	0	4	0	0	5	0	0	6	0	0	3	0	0	6	0	0
015	None	Front of Stew Leonard's	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0
016	Federal Road	150 feet south of access drive	0	0	9	0	0	4	0	0	5	0	3	2	0	0	3	0	0	6	0	3
017	Federal Road	Front of Pizza Hut	0	0	9	0	0	4	0	0	5	0	0	2	0	0	3	0	0	6	0	0
018	Federal Road	Front of Town fair Tire	0	0	9	0	0	4	0	0	5	0	0	2	0	0	3	0	0	6	0	0
019	None	Front of Office Max/NSW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0
020	None	Front of Caldor	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0
021	Federal Road	Front of New Colony Diner	0	0	9	0	0	4	0	0	5	0	0	2	0	0	3	0	0	6	0	0
022	None	Front of Shop Rite	--	--	--	0	0	4	--	--	--	--	--	2	0	5	--	--	--	2	0	0
023	Federal Road	75 feet south of Hardscrabble	0	0	9	0	0	4	0	0	5	0	0	2	0	0	5	0	0	6	0	0
024	Hardscrabble	80 feet west of Federal Road	0	0	9	0	0	4	0	0	5	0	0	2	0	0	5	0	0	6	0	0
025	None	Front of DATAHR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0
026	None	Rear of DATAHR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0
027	Sandy Lane	100 feet east of Federal Road	0	0	9	0	0	4	0	0	5	0	0	2	0	0	5	0	0	6	0	0
028	Federal Road	Front of Rollingwood Plaza	0	0	9	0	1	3	0	0	5	0	0	2	0	0	5	0	0	6	0	1
029	Federal Road	Opposite 300 Federal Road	0	0	9	0	0	3	0	0	5	0	0	2	0	0	5	0	0	6	0	0
030	Old New Mil. Rd.	Opposite Huckleberry Hill Road	0	0	9	0	0	3	0	0	5	0	0	2	0	0	5	1	0	7	1	0
031	Junction Road	At First Assembly of God Church	0	0	9	0	0	3	0	0	5	0	0	2	0	0	5	0	0	7	0	0
032	Junction Road	20 feet west of Commerce Drive	0	0	9	0	0	3	0	0	5	0	0	2	0	1	4	0	2	5	0	3
036	Pocono Road	Opposite Coverbind facility	0	0	9	0	0	3	0	0	5	0	0	2	0	0	4	0	0	5	0	0
037	Pocono Road	Opposite 70 Pocono Road	0	0	9	0	0	3	0	0	5	0	0	2	0	0	4	0	0	5	0	0
038	None	Front of Municipal Center	0	0	9	0	0	3	0	0	5	0	0	2	0	0	4	0	0	5	0	0
039	Silvermine Road	40 feet east of Dean Road	0	0	9	0	0	3	0	0	5	0	0	2	0	0	4	0	0	5	0	0
040	Silvermine Road	200 feet east of Federal Road	0	1	8	0	1	2	0	1	4	0	0	2	0	0	4	0	0	5	0	3
041	Federal Road	Opposite 628 Federal Road	0	0	8	0	0	2	0	0	4	0	0	2	0	0	4	0	0	5	0	0
042	Federal Road	Opposite Laurel Hill Road	0	0	8	0	0	2	0	0	4	0	0	2	0	0	4	0	0	5	0	0
043	Federal Road	Opposite the Hearth Restaurant	0	0	8	0	1	1	0	2	2	0	0	2	0	0	4	0	0	5	0	3
044	Station Road	Front of 10 Station Road	0	0	8	0	0	1	0	0	2	0	1	1	0	0	4	0	0	5	0	1
045	Station Road	Opposite Aldine Metal	0	0	8	0	0	1	0	0	2	0	0	1	0	0	4	0	0	5	0	0
046	Laurel Hill Road	10 feet south of North Mountain	0	0	8	0	0	1	0	0	2	0	0	1	0	0	4	0	0	5	0	0
047	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	8	0	0	1	0	0	2	0	0	1	0	0	4	0	0	5	0	0
048	None	Front of Brooks Quarry	0	0	8	0	0	1	0	0	2	0	0	1	0	2	2	0	0	5	0	2
049	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
050	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
051	Station Road	Front of Aldine Metal	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
052	Station Road	100 feet west of Federal Road	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
053	Federal Road	Opposite Brookfield Lanes	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
054	Federal Road	Opposite Island Water Sports	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
055	Federal Road	Opposite 1000 Federal Road	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
056	Federal Road	Opposite Days Inn	0	0	8	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
057	Federal Road	Opposite DATAHR Bldg 3	0	2	6	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	2
058	Danbury Road	Opposite Hill Block and Supply	0	0	6	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
059	Danbury Road	Front of ABC Mobile Marine	0	0	6	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	0	0
060	Danbury Road	40 feet south of Cross Street	1	0	7	0	0	1	0	0	2	0	0	1	0	0	2	0	0	5	1	0
061	Danbury Road	Front of 461 Danbury Road	0	0	7	1	0	2	0	0	2	1	0	1	0	0	2	0	0	5	2	0
062	Danbury Road	Opposite 442 Danbury Road	0	0	7	0	0	2	0	0	2	0	0	1	0	0	2	0	0	5	0	0
063	Danbury Road	Opposite Cosmo's Greenhouse	0	0	7	0	0	2	0	1	1	0	0	1	0	0	2	0	0	5	0	1
064	Danbury Road	Front of Wetmore's Chrysler	0	0	7	0	0	2	0	0	1	0	0	1	0	0	2	0	0	5	0	0
065	Danbury Road	Opposite Hill Honda	0	0	7	0	0	2	0	0	1	0	0	1	0	0	2	0	0	5	0	0
066	Danbury Road	Opposite Willow Springs	0	0	7	0	0	2	0	0	1	0	0	1	0	0	2	0	0	5	0	0
067	Danbury Road	Front of Italia Mls	0	0	7	0	0	2	0	0	1	0	0	1	0	3	0	0	5	1	0	0
068	Danbury Road	Opposite Blue Bonnet Knoll																				

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
Midday Period Inbound Trips

Stop No.	Street Location	Location Description	8:56			10:01			10:56			12:01			1:01			1:56			Total		
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	
086	None	Front of Chestnut Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
087	Chestnut Land Road	200 feet east of Route 202	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	
088	Park Lane Road	30 feet north of Avery Drive	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
089	Park Lane Road	Opposite 72 Park Lane Road	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
100	Park Lane Road	Front of Marywood Manor	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
101	Park Lane Road	15 feet north of Park Lane W.	0	0	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	0	2	0	
102	Park Lane Road	Opposite 24 Park Lane at pond	0	0	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	0	0	0	
103	Park Lane Road	Front of New Milford Police	0	0	0	0	0	1	0	0	0	2	0	2	0	0	1	0	0	0	0	0	
104	Poplar Street	5 feet north of Hill Drive	1	0	1	0	0	1	0	0	0	2	0	2	0	0	1	0	0	0	1	0	
106	Elm Street Ext.	75 feet east of Poplar Street	0	0	1	0	0	1	1	0	1	0	2	0	2	0	0	1	0	0	1	0	
	Elm St Ext.	Flag slope-Butterbrook driveway	0	0	1	2	0	3	0	0	1	0	2	0	2	0	0	1	0	0	0	2	0
108	Elm Street	Front of New Milford Hospital	0	0	1	1	1	3	0	0	1	0	2	0	2	0	0	1	0	0	0	1	1
107	Main Street	40 feet north of Boardman Ter.	0	0	1	0	1	2	0	0	1	0	2	0	2	0	0	1	0	0	0	1	
108	Main Street	Front of Stone Pharmacy	2	0	3	1	0	3	1	0	2	0	2	0	2	0	1	3	0	0	3	7	0
109	Bridge Street	15 feet east of Young's Field	0	0	3	0	0	3	0	0	2	0	2	1	0	2	0	0	3	1	0	0	
086	None	Front of Edwards	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	3	0	0
110	Danbury Road	Front of New Milford Gulf	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	3	0	0
111	Danbury Road	Front of Amoco/Food Shop	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	3	0	0
081	Sunny Valley Road	100 feet west of Danbury Road	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	3	0	0
	Sunny Valley Road	Flag slope in effect for SV loop	0	0	3	0	0	3	0	0	2	1	0	3	0	1	1	1	1	3	2	2	
082	Sunny Valley Road	125 feet west of Danbury Road	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	1	0	0	3	0	0
112	Danbury Road	Front of United Methodist Church	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	1	1	0	4	1	0
113	Danbury Road	Front of Villa Marie Rest.	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	1	0	0	4	0	0
114	Danbury Road	Front of House, Val, Publishing	0	0	3	0	0	3	0	0	2	0	2	0	2	0	0	1	0	0	4	0	0
115	Danbury Road	Front of Federal Plaza	0	0	3	0	1	2	0	0	2	0	2	0	2	0	0	1	0	0	4	0	1
088	None	Front of Sagal Plus	0	0	3	0	0	2	0	1	1	0	3	0	3	0	0	1	0	0	4	0	1
070	None	Front of Super Stop N Shop	0	0	3	2	0	4	0	0	1	1	0	4	0	0	1	1	1	4	4	1	
123	Danbury Road	Front of NM Bank and Trust	0	0	3	0	0	4	0	0	1	0	4	0	4	0	0	1	0	0	4	0	0
124	Danbury Road	Front of NM Getty Mart	0	0	3	0	0	4	0	0	1	0	4	0	4	0	0	1	0	0	4	0	0
125	Danbury Road	Front of Willow Springs	0	0	3	0	0	4	0	0	1	0	4	0	4	0	0	1	1	1	4	1	1
126	Danbury Road	Front of New Milford Honda	0	0	3	0	0	4	1	0	2	0	4	0	4	0	0	1	0	0	4	1	0
127	Danbury Road	Opposite Weimor's Chrysler	0	0	3	0	0	4	0	0	2	0	4	0	4	0	0	1	0	0	4	0	0
128	Danbury Road	Front of Cosmo's Greenhouse	0	0	3	0	0	4	0	0	2	0	4	0	4	0	0	1	0	0	4	0	0
129	Danbury Road	Front of Candlewood Condos	0	1	2	0	2	2	0	0	2	0	4	0	4	1	0	2	0	0	4	1	3
130	Danbury Road	100 feet south of Cross Street	0	0	2	0	0	2	0	0	2	0	4	0	4	0	0	2	0	0	4	0	0
131	Danbury Road	Front of Coastal serv. station	0	0	2	0	0	2	0	0	2	0	4	0	4	0	0	2	0	0	4	0	0
132	Danbury Road	Front of 568 Danbury Road	0	0	2	0	0	2	0	0	2	0	4	0	4	0	0	2	0	0	4	0	0
133	Federal Road	Front of DATAHR Bldg. 3/All Star	0	0	2	0	0	2	0	0	2	0	4	0	4	0	0	2	14	0	18	14	0
134	Federal Road	Front of Brookfield Days Inn	0	0	2	0	0	2	2	0	4	0	4	0	4	0	0	2	1	0	19	3	0
135	Federal Road	Front of 1000 Federal Road	0	0	2	0	0	2	0	0	4	0	4	0	4	0	0	2	0	0	19	0	0
136	Federal Road	Front of Inland Water Sports	0	0	2	0	0	2	0	0	4	0	4	0	4	0	0	2	0	0	19	0	0
048	None	Front of Brooks Quarry	1	0	3	0	0	2	0	0	4	0	4	0	4	1	0	3	0	0	19	2	0
049	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
050	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
051	Station Road	Front of Aldine Metal	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
052	Station Road	100 feet west of Federal Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
137	Federal Road	Front of Brookfield Lanes	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
138	Federal Road	Front of 806 Federal Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
139	Federal Road	Front of The Hearth Restaurant	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
140	Federal Road	25 feet south of Laurel Hill	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
141	Federal Road	Front of 632 Federal Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
142	Silvermine Road	150 feet east of Federal Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
143	Silvermine Road	70 feet west of Dean Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	3	0	0	19	0	0
038	None	Front of Municipal Center	0	0	3	0	0	2	0	0	4	0	4	0	4	0	1	2	0	0	19	0	1
144	Pocono Road	Front of 70 Pocono Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	2	0	0	19	0	0
145	Pocono Road	Front of 20 Pocono Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	2	0	0	19	0	0
146	Junction Road	Opposite Commerce Drive	0	0	3	0	0	2	0	0	4	0	4	0	4	2	0	4	0	0	19	2	0
147	Junction Road	Opp First Assembly of God Church	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	4	0	0	19	0	0
148	Old New Milford Rd.	75 ft north of Huckleberry Hill	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	4	0	0	19	0	0
149	Federal Road	Front of 300 Federal Road	0	0	3	0	0	2	0	0	4	0	4	0	4	0	0	4	0	0	19	0	0
150	Federal Road	Opposite Rollingwood Condos	0	0	3	0	0	2	0	0	4	1	0	5	0	0	4	0	1	18	1	1	
151	Federal Road	100 feet south of Costco entr.	0	0	3	0	0	2	0	0	4	0	4	0	5	0	1	3	0	0	18	0	1
023	Federal Road	75 feet south of Hardscrabble	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0	18	0	0	
025	None	Front of DATAHR	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0	0	
026	None	Rear of DATAHR	--	--	--																		

NOUBATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Milford
P.M. Peak Period Local Outbound Trips

Stop No.	Street Location	Location Description	2:00			2:30			4:00			4:30			Total	
			On	Off	Leav	On	Off	Leav	On	Off	Leav	On	Off	Leav	On	Off
000	Kennedy Avenue	Pulse Point	13	0	13	4	0	8	2	0	8	0	0	8	25	0
001	White Street	40 feet east of National Lane	0	0	13	0	0	8	0	0	8	2	0	8	2	0
002	White Street	Front of Lashy's	0	0	13	0	0	8	0	4	4	1	1	8	1	8
003	White Street	Front of Hoffman Fuel	0	0	13	0	0	8	0	0	4	0	0	8	0	0
004	White Street	Front of 208 White Street	0	0	13	0	0	8	0	1	3	0	0	8	0	1
006	White Street	Opposite Barrett House	1	4	10	0	1	4	0	0	3	0	0	3	1	8
008	Federal Road	Opposite Lavine Automotive	0	0	10	0	0	4	0	0	3	0	0	8	0	0
007	Federal Road	Opposite BMW dealer	0	0	10	0	0	4	0	0	3	0	0	8	0	0
008	Federal Road	Front of Mitchell Oil	0	0	10	0	0	4	0	0	3	0	0	8	0	0
009	Federal Road	Opposite HART Garage	0	0	10	0	0	4	0	0	3	0	0	8	0	0
010	Federal Road	Opposite Ice House Hobbies	0	0	10	0	0	4	0	0	3	0	0	8	0	0
011	Federal Road	Opposite Fair Auto Park	0	0	10	0	0	4	0	0	3	0	0	8	0	0
012	Federal Road	Opposite Days Inn	0	0	10	1	0	8	0	0	3	0	1	7	1	1
013	Federal Road	Front of Park and Ride lot	0	0	10	0	0	8	0	0	3	0	0	7	0	0
014	Federal Road	Opposite Bob's Store	0	0	10	0	0	8	0	0	3	0	1	6	0	1
016	None	Front of Shaw Leonard's	0	1	9	0	0	8	0	0	3	0	1	8	0	2
016	Federal Road	150 feet south of access drive	0	0	9	0	0	8	0	0	3	0	0	8	0	0
017	Federal Road	Front of Pizza Hut	0	0	9	0	0	8	0	0	3	0	0	8	0	0
018	Federal Road	Front of Town Air Tire	0	0	9	0	0	8	0	0	3	0	0	8	0	0
019	None	Front of Office Max/B&W	0	0	9	0	0	8	0	0	3	0	0	8	0	0
020	None	Front of Caldar	0	1	8	0	0	8	0	0	3	0	0	8	0	1
021	Federal Road	Front of New Colony Diner	0	0	8	0	0	8	0	0	3	0	0	8	0	0
022	None	Front of Shop Rite	0	1	7	0	0	8	0	0	3	0	1	4	0	2
023	Federal Road	75 feet south of Hardscrabble	0	1	6	0	0	8	0	0	3	0	0	4	0	1
024	Hardscrabble	80 feet west of Federal Road	0	0	6	0	0	8	0	0	3	0	0	4	0	0
025	None	Front of DATAHR	0	0	6	0	0	8	0	0	3	0	0	4	0	0
026	None	Rear of DATAHR	3	1	8	0	1	4	0	1	2	0	2	2	3	8
027	Sandy Lane	100 feet east of Federal Road	0	0	8	0	0	4	0	0	2	0	0	2	0	0
028	Federal Road	Front of Rollingwood Plaza	0	1	7	0	0	4	0	0	2	0	0	2	0	1
029	Federal Road	Opposite 300 Federal Road	0	0	7	0	0	4	0	0	2	0	0	2	0	0
030	Old New Milford Rd.	Opposite Huckleberry Hill Road	0	1	6	0	0	4	0	0	2	0	0	2	0	1
031	Junction Road	At First Assembly of God Church	0	0	6	0	0	4	0	0	2	0	0	2	0	0
032	Junction Road	20 feet west of Commerce Drive	0	0	6	0	0	4	0	0	2	0	0	2	0	0
033	Commerce Drive	Front of 81 Commerce Drive	0	0	6	0	0	4	0	0	2	1	0	3	1	0
034	Commerce Drive	Front of 61 Commerce Drive	0	0	6	0	0	4	0	0	2	1	0	4	1	0
036	Commerce Drive	Front of Greentree Serv. Ctr.	0	0	6	0	0	4	0	0	2	0	0	4	0	0
036	Pocono Road	Opposite Coverbird facility	0	0	6	0	0	4	0	0	2	0	0	4	0	0
037	Pocono Road	Opposite 70 Pocono Road	0	0	6	0	0	4	0	0	2	0	0	4	0	0
038	None	Front of Municipal Center	1	0	7	0	0	4	0	0	2	0	0	4	1	0
038	Silvermine Road	40 feet east of Dean Road	0	0	7	0	0	4	0	0	2	0	0	4	0	0
040	Silvermine Road	200 feet east of Federal Road	0	0	7	0	0	4	0	0	2	0	2	2	0	2
041	Federal Road	Opposite 628 Federal Road	0	0	7	0	0	4	0	0	2	0	0	2	0	0
042	Federal Road	Opposite Laurel Hill Road	0	0	7	0	0	4	1	0	3	0	0	2	1	0
043	Federal Road	Opposite the Hearth Restaurant	0	0	7	0	1	3	0	0	3	0	0	2	0	1
044	Station Road	Front of 10 Station Road	0	0	7	1	0	4	0	0	3	0	0	2	1	0
045	Station Road	Opposite Aldine Metal	0	0	7	0	0	4	0	0	3	0	0	2	0	0
046	Laurel Hill Road	10 feet south of North Mountain	0	0	7	0	0	4	0	0	3	0	0	2	0	0
047	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	7	0	0	4	0	0	3	0	0	2	0	0
048	None	Front of Brooks Quarry	0	0	7	0	0	4	0	0	3	0	0	2	0	0
048	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	7	0	0	4	0	0	3	0	0	2	0	0
050	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	7	0	0	4	0	0	3	0	0	2	0	0
051	Station Road	Front of Aldine Metal	0	0	7	0	0	4	0	0	3	0	0	2	0	0
052	Station Road	100 feet west of Federal Road	0	0	7	0	0	4	0	0	3	0	0	2	0	0
053	Federal Road	Opposite Brookfield Lane	0	0	7	0	0	4	0	0	3	0	0	2	0	0
054	Federal Road	Opposite Island Water Sports	0	0	7	0	0	4	0	0	3	0	0	2	0	0
055	Federal Road	Opposite 1000 Federal Road	0	0	7	0	0	4	0	0	3	0	0	2	0	0
056	Federal Road	Opposite Days Inn	0	0	7	0	0	4	0	0	3	0	0	2	0	0
057	Federal Road	Opposite DATAHR Bldg 3	0	0	7	0	0	4	0	0	3	0	0	2	0	0
058	Danbury Road	Opposite NM Stock and Supply	0	0	7	0	0	4	0	0	3	0	0	2	0	0
059	Danbury Road	Front of ABC Mobile Marine	0	0	7	0	0	4	0	0	3	0	0	2	0	0
060	Danbury Road	40 feet south of Cross Street	0	0	7	0	0	4	0	0	3	0	0	2	0	0
061	Danbury Road	Front of 481 Danbury Road	0	0	7	0	0	4	0	0	3	1	0	3	1	0
062	Danbury Road	Opposite 442 Danbury Road	0	0	7	0	0	4	0	0	3	0	0	3	0	0
063	Danbury Road	Opposite Coe's Greenhouse	0	0	7	0	0	4	0	0	3	0	0	3	0	0
064	Danbury Road	Front of Wetmore's Chrysler	0	0	7	0	0	4	0	0	3	0	0	3	0	0
065	Danbury Road	Opposite NM Honda	0	0	7	0	0	4	0	0	3	0	0	3	0	0
066	Danbury Road	Opposite Willow Springs	0	0	7	0	0	4	0	0	3	0	0	3	0	0
067	Danbury Road	Front of Italia Mts	0	0	7	0	0	4	0	0	3	0	0	3	0	0
068	Danbury Road	Opposite Blue Bennett Knoll	0	0	7	0	0	4	0	0	3	0	0	3	0	0
069	None	Front of Bagel Plus	0	0	7	0	0	4	0	0	3	0	0	3	0	0
070	None	Front of Super Stop N Shop	2	0	6	2	0	8	0	0	3	0	1	2	4	1
071	Danbury Road	Front of Modoclaw's	0	0	6	0	0	8	0	0	3	0	0	2	0	0
072	Danbury Road	Front of Lore's Plaza	0	0	6	0	0	8	0	0	3	0	0	2	0	0
073	Danbury Road	Opposite Villa Maria Restaurant	0	0	6	0	0	8	0	0	3	0	0	2	0	0
074	Danbury Road	150 feet south of Pickett Dist	0	0	6	0	0	8	0	0	3	0	0	2	0	0
075	Dodd Road	100 feet east of Danbury Road	0	0	6	0	0	8	0	0	3	0	0	2	0	0
076	Dodd Road	Opposite Animal Welfare	0	0	6	0	0	8	0	0	3	0	0	2	0	0
077	Pickett District Rd.	Front of Neelman distribution	0	0	6	0	0	8	0	0	3	0	0	2	0	0
078	Pickett District Rd.	Opposite Kimberly Clark	0	0	6	0	0	8	0	0	3	0	0	2	0	0
079	Pickett District Rd.	Front of Pickett District Apts	0	0	6	0	0	8	0	0	3	0	0	2	0	0
080	Pickett District Rd.	Front of 7 Pickett District Rd.	0	0	6	0	0	8	0	0	3	0	0	2	0	0
081	Sunny Valley Road	100 feet west of Danbury Road	0	0	6	0	0	8	0	0	3	0	0	2	0	0
081	Sunny Valley Road	Flag stops in effect for SV loop	0	1	8	0	0	8	0	0	3	0	0	2	0	1
082	Sunny Valley Road	125 feet west of Danbury Road	0	0	8	0	0	8	0	0	3	0	0	2	0	0
083	Danbury Road	Front of Village Deli	0	0	8	0	1	5	0	0	3	0	0	2	0	1
084	Danbury Road	Front of Wetmore's Chrysler	0	0	8	0	0	8	0	0	3	0	0	2	0	0
085	None	Front of Edward's	0	1	7	0	3	2	0	1	2	0	1	1	0	8
086	Bridge Street	35 feet west of Spring Street	0	1	6	0	0	2	0	0	2	0	0	1	0	1
087	Bridge Street	Front of 48 Bridge Street	0	0	6	0	1	1	0	0	2	0	1	0	0	2
088	Main Street	Front of Town Hall	0	2	4	1	0	2	0	1	1	0	0	0	1	3
089	Main Street	Front of Senior Center	0	0	4	0	1	1	0	1	1	0	0	0	0	1
090	Elm Street	Front of Hill Hospital	0	0	4	0	0	1	0	1	0	0	0	0	0	1
091	Poplar Street	Opposite Hill Drive	0	0	4	0	0	1	0	0	0	0	0	0	0	0
092	Park Lane Road	Front of 4 Park Lane Road	0	0	4	0	0	1	0	0	0	0	0	0	0	0
093	Park Lane Road	Front of Diner/south of CL&P	0	0	4	0	0	1	0	0	0	0	0	0	0	0
094	Park Lane Road	Opposite Park Lane West	0	0	4	0	0	1	0	0	0	0	0	0	0	0
095	Park Lane Road	Front of Park Lane Plaza	0	0	4	0	0	1	0	0	0	0	0	0	0	0
095	Old Park Lane	Flag stops in effect	0	4	0	1	0	2	0	0	0	0	0	0	1	4
098	None	Front of Chestnut Grove	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Totals			20	20		10	9		3	8		12	12		46	80

HOUBATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Millard
P.M. Peak Period Express Outbound Trips

Stop No.	Street Location	Location Description	3:00			3:00			3:30			3:30			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load		
000	Kennedy Avenue	Pulse Point	0	0	0	3	0	0	3	0	0	0	1	0	1	0
001	White Street	40 feet east of National Lane	0	0	0	0	0	0	3	0	0	0	0	0	1	0
002	White Street	Front of Leahy's	0	0	0	1	0	0	4	0	0	0	0	1	0	1
003	White Street	Front of Hoffman Fuel	0	0	0	0	0	0	4	0	0	0	0	0	0	0
004	White Street	Front of 208 White Street	0	0	0	0	0	0	4	0	0	0	0	0	0	0
005	White Street	Opposite Barwell House	0	0	0	1	0	0	5	0	1	4	0	0	1	1
006	Federal Road	Opposite Levine Automotive	0	0	0	0	0	0	5	0	0	4	0	0	0	0
007	Federal Road	Opposite BMW dealer	0	0	0	0	0	0	5	0	0	4	0	0	0	0
008	Federal Road	Front of Mitchell Oil	0	0	0	0	0	0	5	0	0	4	0	0	0	0
009	Federal Road	Opposite HART Garage	0	0	0	1	0	0	6	0	1	3	0	0	1	1
010	Federal Road	Opposite Ice House Hobbies	0	0	0	0	0	0	6	0	0	3	0	0	0	0
011	Federal Road	Opposite Fair Auto Park	0	0	0	0	0	0	6	0	0	3	0	0	0	0
012	Federal Road	Opposite Days Inn	0	0	0	0	0	0	6	0	0	3	0	0	0	0
013	Federal Road	Front of Park and Ride lot	0	0	0	0	0	0	6	0	0	3	0	0	0	0
014	Federal Road	Opposite Bob's Store	0	0	0	0	0	0	6	0	0	3	0	0	0	0
015	None	Front of Steve Leonard's	0	0	0	0	0	0	6	0	0	3	0	0	0	0
016	Federal Road	150 feet south of access drive	0	0	0	0	0	0	6	0	0	3	0	0	0	0
017	Federal Road	Front of Plaza Hut	0	0	0	0	0	0	6	0	0	3	0	0	0	0
018	Federal Road	Front of Town fair Tire	0	0	0	0	0	0	6	0	1	2	1	0	1	1
042	Federal Road	Opposite Laurel Hill Road	0	1	7	0	0	0	6	0	2	0	0	1	0	1
043	Federal Road	Opposite the Hearth Restaurant	0	0	7	0	0	0	6	0	2	0	0	1	0	0
044	Station Road	Front of 10 Station Road	0	0	7	0	0	0	6	0	2	0	0	1	0	0
045	Station Road	Opposite Aldine Motel	0	0	7	0	0	0	6	0	2	0	0	1	0	0
046	Laurel Hill Road	10 feet south of North Mountain	0	0	7	0	0	0	6	0	2	0	0	1	0	0
047	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	7	0	0	0	6	0	2	0	0	1	0	0
048	None	Front of Brooks Quarry	0	0	7	0	0	0	6	0	2	0	0	1	0	0
049	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	7	0	0	0	6	0	2	0	0	1	0	0
050	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	7	0	0	0	6	0	2	0	0	1	0	0
051	Station Road	Front of Aldine Motel	0	0	7	0	0	0	6	0	2	0	0	1	0	0
052	Station Road	100 feet west of Federal Road	0	0	7	0	0	0	6	0	2	0	0	1	0	0
053	Federal Road	Opposite Brookfield Lanes	0	2	8	0	0	0	6	0	2	0	0	1	0	2
054	Federal Road	Opposite Inland Water Sports	0	0	8	0	0	0	6	0	2	0	0	1	0	0
055	Federal Road	Opposite 1000 Federal Road	0	0	8	0	0	0	6	0	2	0	0	1	0	0
056	Federal Road	Opposite Days Inn	0	0	8	0	0	0	6	0	2	0	0	1	0	0
057	Federal Road	Opposite DAYAHN Bldg 3	0	0	8	0	0	0	6	0	2	0	0	1	0	0
058	Danbury Road	Opposite NM Block and Supply	0	0	8	0	0	0	6	0	2	0	0	1	0	0
059	Danbury Road	Front of ABC Mobile Marine	0	0	8	0	0	0	6	0	2	0	0	1	0	0
060	Danbury Road	40 feet south of Cross Street	0	0	8	0	0	0	6	0	2	0	0	1	0	0
061	Danbury Road	Front of 461 Danbury Road	0	0	8	0	0	0	6	0	2	0	0	1	0	0
062	Danbury Road	Opposite 442 Danbury Road	0	0	8	0	0	0	6	0	2	0	0	1	0	0
063	Danbury Road	Opposite Coemo's Greenhouse	0	0	8	0	0	0	6	0	2	0	0	1	0	0
064	Danbury Road	Front of Welmors's Chrysler	0	0	8	0	0	0	6	0	2	0	0	1	0	0
065	Danbury Road	Opposite NM Honda	0	0	8	0	0	0	6	0	2	0	0	1	0	0
066	Danbury Road	Opposite Willow Springs	0	0	8	0	0	0	6	0	2	0	0	1	0	0
067	Danbury Road	Front of Italia Mills	0	0	8	0	0	0	6	0	2	0	0	1	0	0
068	Danbury Road	Opposite Blue Bonnet Knit	0	0	8	0	0	0	6	0	2	0	0	1	0	0
069	None	Front of Bagel Plus	0	0	8	0	0	0	6	0	2	0	0	1	0	0
070	None	Front of Super Stop N Shop	0	0	8	0	0	0	6	0	2	0	0	1	0	0
071	Danbury Road	Front of Modzelewski's	0	0	8	0	0	0	6	0	2	0	0	1	0	0
072	Danbury Road	Front of Lora's Plaza	0	0	8	0	0	0	6	0	2	0	0	1	0	0
073	Danbury Road	Opposite Villa Maria Restaurant	0	0	8	0	0	0	6	0	2	0	0	1	0	0
074	Danbury Road	150 feet south of Pickit Dist	0	0	8	0	0	0	6	0	2	0	0	1	0	0
075	Dodd Road	100 feet east of Danbury Road	0	0	8	0	0	0	6	0	2	0	0	1	0	0
076	Dodd Road	Opposite Animal Welfare	0	0	8	0	0	0	6	0	2	0	0	1	0	0
077	Pickett District Rd.	Front of Neeltran distribution	0	0	8	0	0	0	6	0	2	0	0	1	0	0
078	Pickett District Rd.	Opposite Kimberly Clark	0	0	8	0	0	0	6	0	2	0	0	1	0	0
079	Pickett District Rd.	Front of Pickett District Apts	0	0	8	0	0	0	6	0	2	0	0	1	0	0
080	Pickett District Rd.	Front of 7 Pickett District Rd.	0	0	8	0	0	0	6	0	2	0	0	1	0	0
081	Sunny Valley Road	100 feet west of Danbury Road	0	0	8	0	0	0	6	0	2	0	0	1	0	0
082	Sunny Valley Road	Flag stops in effect for RV loop	0	0	8	0	0	0	6	0	2	0	0	1	0	0
083	Sunny Valley Road	125 feet west of Danbury Road	0	0	8	0	0	0	6	0	2	0	0	1	0	0
084	Danbury Road	Front of Village Dell	0	0	8	0	0	0	6	0	2	0	0	1	0	0
085	Danbury Road	Front of Welmors's Chrysler	0	0	8	0	0	0	6	0	2	0	0	1	0	0
086	None	Front of Edward's	0	0	8	0	0	0	6	0	2	0	0	1	0	0
087	Bridge Street	35 feet west of Spring Street	0	0	8	0	1	5	0	1	1	0	0	1	0	2
088	Bridge Street	Front of 48 Bridge Street	0	0	8	0	0	5	0	1	1	0	0	1	0	0
089	Main Street	Front of Town Hall	0	0	8	0	3	2	0	1	0	0	1	0	0	10
090	Main Street	Front of Senior Center	—	—	—	0	1	1	0	0	0	0	0	0	0	1
091	Elm Street	Front of Hill Hospital	—	—	—	0	0	1	0	0	0	0	0	0	0	0
092	Poplar Street	Opposite Hill Drive	—	—	—	0	0	1	0	0	0	0	0	0	0	0
093	Park Lane Road	Front of 4 Park Lane Road	—	—	—	0	0	1	0	0	0	0	0	0	0	0
094	Park Lane Road	Front of Dinearsouth of CLAP	—	—	—	0	0	1	0	0	0	0	0	0	0	0
095	Park Lane Road	Opposite Park Lane West	—	—	—	0	0	1	0	0	0	0	0	0	0	0
096	Park Lane Road	Front of Park Lane Plaza	—	—	—	0	0	1	0	0	0	0	0	0	0	0
097	Old Park Lane	Flag stops in effect	—	—	—	0	0	1	0	0	0	0	0	0	0	0
098	Chestnut Land Road	200 feet east of Route 202	—	—	—	0	1	0	0	0	0	0	0	0	0	1
Totals			0	0	0	0	0	0	0	0	0	2	2	0	21	21

HOUSTON AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Millard
P.M. Peak Period Inbound Trips

Step No.	Street Location	Location Description	3:01			3:26			3:46			4:16			4:46			5:11			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
987	Chestnut Lane Road	200 feet east of Route 202	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
988	Park Lane Road	30 feet north of Avery Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
989	Park Lane Road	Opposite 72 Park Lane Road	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
100	Park Lane Road	Front of Marywood Manor	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
101	Park Lane Road	15 feet north of Park Lane W.	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0
102	Park Lane Road	Opposite 24 Park Lane at pond	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
103	Park Lane Road	Front of New Millard Police	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
104	Pegler Street	8 feet north of Hill Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
106	Elm Street Ext.	75 feet east of Pegler Street	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
106	Elm St Ext.	Flag stops-Bullerbrook driveway	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
106	Elm Street	Front of New Millard Hospital	0	0	2	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	1	0
107	Main Street	40 feet north of Boardman Ter.	0	0	2	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0
108	Main Street	Front of Stone Pharmacy	1	0	3	0	0	0	0	0	1	3	0	0	0	2	0	0	0	0	4	0
108	Bridge Street	15 feet east of Young's Field	0	1	2	0	0	0	0	0	1	0	0	3	0	2	0	0	0	0	0	1
986	None	Front of Edwards	0	0	2	0	0	0	0	0	1	0	0	3	0	1	1	0	0	0	0	1
110	Danbury Road	Front of New Millard Gulf	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
111	Danbury Road	Front of Amos/Food Shop	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
981	Sunny Valley Road	100 feet west of Danbury Road	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
	Sunny Valley Road	Flag stops in effect for SV loop	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
982	Sunny Valley Road	125 feet west of Danbury Road	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
112	Danbury Road	Front of United Methodist Church	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
113	Danbury Road	Front of Villa Marie Rest.	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
114	Danbury Road	Front of Hous. Vol. Publishing	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
115	Danbury Road	Front of Federal Plaza	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
116	Pickett District Rd.	120 feet east of Danbury Road	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
117	Pickett District Rd.	Front of 40 Pickett District	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
118	Pickett District Rd.	Front of Kimberly Clark	0	0	2	0	0	0	1	1	1	0	0	3	0	0	1	0	0	0	1	1
119	Pickett District Rd.	Front of 80 Pickett District	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
120	Dodd Road	Front of Animal Welfare	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
121	Dodd Road	100 feet east of Danbury Road	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
989	None	Front of Bagel Plus	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
970	None	Front of Super Stop N Shop	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
123	Danbury Road	Front of NM Bank and Trust	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
124	Danbury Road	Front of Mid Gully Mart	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
125	Danbury Road	Front of Willow Springs	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
126	Danbury Road	Front of New Millard Honda	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
127	Danbury Road	Opposite Wal-Mart's Chrysler	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
128	Danbury Road	Front of Cosmo's Greenhouses	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
129	Danbury Road	Front of Candlewood Condos	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
130	Danbury Road	100 feet south of Cross Street	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
131	Danbury Road	Front of Coastal serv. station	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
132	Danbury Road	Front of 588 Danbury Road	0	0	2	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
133	Federal Road	Front of DATAHR Bldg. 3A/8 Star	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
134	Federal Road	Front of Brookfield Days Inn	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
135	Federal Road	Front of 1000 Federal Road	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
136	Federal Road	Front of Island Water Sports	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
948	None	Front of Brooks Quarry	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
948	Laurel Hill Road	Front of 120 Laurel Hill Road	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
950	Laurel Hill Road	10 feet south of N. Mountain Rd	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
951	Station Road	Front of Atkins Metal	0	0	7	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0
952	Station Road	100 feet west of Federal Road	0	0	7	0	0	0	1	0	2	1	0	4	0	1	0	0	0	0	2	1
137	Federal Road	Front of Brookfield Lanes	0	0	7	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
138	Federal Road	Front of 808 Federal Road	0	0	7	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
138	Federal Road	Front of The Hearth Restaurant	1	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	1	0
140	Federal Road	25 feet south of Laurel Hill	0	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
141	Federal Road	Front of 632 Federal Road	0	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
142	Silvermine Road	150 feet east of Federal Road	0	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
143	Silvermine Road	70 feet west of Dean Road	0	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
938	None	Front of Municipal Center	0	2	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	2
144	Pecans Road	Front of 70 Pecans Road	0	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
145	Pecans Road	Front of 20 Pecans Road	0	0	8	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0
933	Commerce Drive	Front of 81 Commerce Drive	0	0	8	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	1	0
934	Commerce Drive	Front of 81 Commerce Drive	0	0	8	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	0	0
935	Commerce Drive	Front of Greenlee Serv. Ctr.	0	0	8	0	0	0	3	0	6	0	0	4	1	0	1	0	0	0	4	0
146	Junction Road	Opposite Commerce Drive	0	0	8	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	0	0
147	Junction Road	Opp First Assembly of God Church	0	0	8	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	0	0
148	Old New Millard Rd.	75 ft north of Huddellberry Hill	0	0	8	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	0	0
149	Federal Road	Front of 300 Federal Road	0	0	8	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	0	0
150	Federal Road	Opposite Rollingwood Condos	0	0	7	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	0	0
151	Federal Road	100 feet south of Coosue entr.	1	0	7	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	1	0
925	None	Front of DATAHR	0	0	7	0	0	0	0	0	6	0	0	4	0	0	1	0	0	0	0	0
926	None	Rear of DATAHR	16	0	23	2	0	2	0	0	6	0	0	4	1	0	2	0	0	0	19	0
152	Federal Road	Front of Pate Gardens Rest.	0	0	23	0	0	2	0	0	6	1	0	8	0	0	2	0	0	0	1	0
922	None	Front of Shop Rite	0	0	23	0	0	2	1	0	7	1	0	6	0	0	2	0	0	0	2	0
153	Federal Road	Opposite New Colony Diner	1	1	23	0	0	2	0	0	7	0	0	6	0	0	2	0	0	0	1	1
920	None	Front of Caliber	0	0	23	1	0	3	2	0	8	0	0	6	0	0	2	0	0	0	3	0
919	None	Front of Office Max/MSW	2	0	25	2	0	6	2	0	11	1	0	7	0	0	2	0	0	0	7	0
154	Federal Road	Front of Ray Rogers	1	0	26	0	0	5	0	0	11											

HOUSTON AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Market
Saturday Outbound Trip

Stop No.	Street Location	Location Description	0600		0630		0700		0730		0800		0830		0900		0930		1000		1030		1100		1130		1200		1230		1300		1330		1400		1430		1500		1530		1600		1630		1700		1730		1800		1830		1900		1930		2000		2030		2100		2130		2200		2230		2300		2330		2400		2430		2500		2530		2600		2630		2700		2730		2800		2830		2900		2930		3000		3030		3100		3130		3200		3230		3300		3330		3400		3430		3500		3530		3600		3630		3700		3730		3800		3830		3900		3930		4000		4030		4100		4130		4200		4230		4300		4330		4400		4430		4500		4530		4600		4630		4700		4730		4800		4830		4900		4930		5000		5030		5100		5130		5200		5230		5300		5330		5400		5430		5500		5530		5600		5630		5700		5730		5800		5830		5900		5930		6000		6030		6100		6130		6200		6230		6300		6330		6400		6430		6500		6530		6600		6630		6700		6730		6800		6830		6900		6930		7000		7030		7100		7130		7200		7230		7300		7330		7400		7430		7500		7530		7600		7630		7700		7730		7800		7830		7900		7930		8000		8030		8100		8130		8200		8230		8300		8330		8400		8430		8500		8530		8600		8630		8700		8730		8800		8830		8900		8930		9000		9030		9100		9130		9200		9230		9300		9330		9400		9430		9500		9530		9600		9630		9700		9730		9800		9830		9900		9930		10000		10030		10100		10130		10200		10230		10300		10330		10400		10430		10500		10530		10600		10630		10700		10730		10800		10830		10900		10930		11000		11030		11100		11130		11200		11230		11300		11330		11400		11430		11500		11530		11600		11630		11700		11730		11800		11830		11900		11930		12000		12030		12100		12130		12200		12230		12300		12330		12400		12430		12500		12530		12600		12630		12700		12730		12800		12830		12900		12930		13000		13030		13100		13130		13200		13230		13300		13330		13400		13430		13500		13530		13600		13630		13700		13730		13800		13830		13900		13930		14000		14030		14100		14130		14200		14230		14300		14330		14400		14430		14500		14530		14600		14630		14700		14730		14800		14830		14900		14930		15000		15030		15100		15130		15200		15230		15300		15330		15400		15430		15500		15530		15600		15630		15700		15730		15800		15830		15900		15930		16000		16030		16100		16130		16200		16230		16300		16330		16400		16430		16500		16530		16600		16630		16700		16730		16800		16830		16900		16930		17000		17030		17100		17130		17200		17230		17300		17330		17400		17430		17500		17530		17600		17630		17700		17730		17800		17830		17900		17930		18000		18030		18100		18130		18200		18230		18300		18330		18400		18430		18500		18530		18600		18630		18700		18730		18800		18830		18900		18930		19000		19030		19100		19130		19200		19230		19300		19330		19400		19430		19500		19530		19600		19630		19700		19730		19800		19830		19900		19930		20000		20030		20100		20130		20200		20230		20300		20330		20400		20430		20500		20530		20600		20630		20700		20730		20800		20830		20900		20930		21000		21030		21100		21130		21200		21230		21300		21330		21400		21430		21500		21530		21600		21630		21700		21730		21800		21830		21900		21930		22000		22030		22100		22130		22200		22230		22300		22330		22400		22430		22500		22530		22600		22630		22700		22730
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HOURA TONG AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 7 - New Millard
Subway Internal Trips

Stop	Street Location	Location Description	0:25		0:27		10:01		12:01		1:01		2:01		3:01		4:01		Total		
			On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	
000	None	Front of Orchard Grove	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001	None	200 feet east of Route 202	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
002	Cherokee Lane Road	30 feet north of Avery Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
003	Park Lane Road	Opposite 72 Park Lane Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
004	Park Lane Road	Front of Maywood Manor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
101	Park Lane Road	100 feet north of Park Lane Rd	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1	
102	Park Lane Road	Opposite 24 Park Lane of road	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
103	Park Lane Road	Front of New Millard Public	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
104	Poplar Street	5 feet north of 100 Drive	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
105	Blue Street Rd.	70 feet east of Poplar Street	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
106	Blue St. Rd.	Play steps-Balchbrook station	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
107	Blue Street	Front of New Millard Hospital	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
108	Main Street	40 feet north of Boardman Ter.	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
109	Main Street	Front of Stone Pharmacy	3	0	3	0	0	1	4	3	0	3	0	1	0	1	0	0	2	0	16
110	Bridge Street	10 feet east of Youngs Field	1	0	4	0	0	0	3	0	7	0	3	0	1	1	0	1	0	0	0
005	None	Front of Edwards's	0	0	4	0	0	0	0	7	0	3	0	0	0	1	0	0	3	0	0
110	Dorothy Road	Front of New Millard Hall	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
111	Dorothy Road	Front of Amos/Ford Shop	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
001	Sunny Valley Road	100 feet west of Dorothy Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
002	Sunny Valley Road	Flag drops in street for 8V loop	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
112	Dorothy Road	120 feet west of Dorothy Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
113	Dorothy Road	Front of United Methodist Church	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
114	Dorothy Road	Front of Villa Maria Rest.	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
115	Dorothy Road	Front of House, Vnt. Publishing	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
116	Dorothy Road	Front of Federal Plaza	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
009	None	Front of Regal Plaza	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
070	None	Front of Super Stop N Shop	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
120	Dorothy Road	Front of New Bank and Trust	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
121	Dorothy Road	Front of Mid City Mart	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
122	Dorothy Road	Front of Village Square	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
123	Dorothy Road	Front of New Millard Health	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
124	Dorothy Road	Opposite Wal-Mart's Chrysler	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
125	Dorothy Road	Front of Capone's Greenhouse	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
126	Dorothy Road	Front of Cambridge Condoms	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
127	Dorothy Road	100 feet south of Cross Street	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
128	Dorothy Road	Front of Greater north office	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
129	Dorothy Road	Front of 800 Dorothy Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
130	Federal Road	Front of DATAVR Bldg 304 Stv	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
131	Federal Road	Front of Brookfield Days Inn	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
132	Federal Road	Front of 1000 Federal Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
133	Federal Road	Front of Island Water Sports	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
046	None	Front of Beaches Center	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
048	Laural Hill Road	Front of 120 Laural Hill Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
050	Laural Hill Road	10 feet south of N. Mainville Rd	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
051	Station Road	Front of Albia Motel	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
052	Station Road	100 feet west of Federal Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
137	Federal Road	Front of Brookfield Lanes	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
138	Federal Road	Front of 800 Federal Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
139	Federal Road	Front of The Health Restaurant	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
140	Federal Road	20 feet south of Laural Hill	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
141	Federal Road	Front of 800 Federal Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
142	Stevens Road	100 feet east of Federal Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
143	Stevens Road	70 feet east of Cross Street	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
008	None	Front of Memorial Center	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
144	Pearson Road	Front of 70 Pearson Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
145	Pearson Road	Front of 20 Pearson Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
146	Jordan Road	Opposite Commerce Drive	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
147	Jordan Road	Opposite Assembly of God Church	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
148	Old New Millard Rd.	70 feet south of Henderson Rd	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
149	Federal Road	Front of 200 Federal Road	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
150	Federal Road	Opposite Redwood Condoms	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
151	Federal Road	100 feet south of Center str.	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
023	Federal Road	70 feet south of Henderson Rd	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
025	None	Front of DATAVR	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
026	None	Front of DATAVR	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
152	Federal Road	100 feet south of Center str.	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
153	Federal Road	Front of Potts Gardens Rest.	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
022	None	Front of Shop Rite	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
154	Federal Road	Opposite New Century Other	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
029	None	Front of Cedar	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
019	None	Front of Office Mart/Video	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
154	Federal Road	Front of Ray Rogers	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
155	Federal Road	Front of White Pools	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
156	Federal Road	Front of 10-Pi Bar	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
016	None	Front of Stone Lanes	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
157	Federal Road	Front of Bob's Bar	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
158	Federal Road	Front of Union Trust Bank	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
159	Federal Road	Front of Shop Inn	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
160	Federal Road	Front of Fair Auto Park	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
161	Federal Road	Front of Joe Housen Hobbies	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
162	Federal Road	Front of MART Operations	0	0	4	0	0	0	0	7	0	3	0	0	1	0	0	1	0	0	0
163	Federal Road	Opposite Mitchell Oil	0	0	4	0	0	0	0	7	0	3	0								

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 4 - Brookfield
Midday Period Outbound Trips

Stop No.	Street Location	Location Description	9:00			10:00			11:00			12:00			1:00			2:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	8	0	8	8	0	9	8	0	8	4	0	4	4	0	4	7	0	11	39	0
001	Garamella	150 feet north of Main St.	0	0	8	0	0	9	1	0	9	0	0	4	0	0	4	0	0	11	1	0
002	Osborne St.	Moss Avenue	0	0	8	0	0	9	0	1	8	0	0	4	0	0	4	0	1	10	0	2
003	Osborne St.	Hospital Avenue	0	1	7	1	0	10	0	0	8	0	0	4	0	0	4	0	0	10	1	1
004	Osborne St.	Ninth Avenue	0	0	7	0	0	10	0	0	8	0	0	4	0	0	4	0	0	10	0	0
005	Osborne St.	Locust Avenue	0	0	7	0	0	10	0	0	8	0	0	4	0	0	4	0	0	10	0	0
006	Osborne St.	Somers Street	0	0	7	0	0	10	0	0	8	0	0	4	0	0	4	0	0	10	0	0
007	Osborne St.	Springside Avenue	0	0	7	0	0	10	0	0	8	0	0	4	0	0	4	0	0	10	0	0
008	Germantown Road	Front of 5 Germantown Ave.	0	0	7	0	0	10	0	1	7	0	0	4	0	0	4	0	0	10	0	1
009	Germantown Road	Front of 39 Germantown Ave.	0	0	7	0	0	10	0	1	6	0	0	4	0	0	4	0	0	10	0	1
010	Sand Pit Road	Opposite 54 Sand Pit	0	0	7	0	0	10	0	0	6	0	0	4	0	0	4	0	0	10	0	0
011	Sand Pit Road	Opposite 80 Sand Pit Road	0	0	7	0	1	9	0	0	6	0	0	4	0	0	4	0	0	10	0	1
012	Sand Pit Road	Front of 95 Sand Pit Road	0	1	6	0	0	9	0	0	6	0	0	4	0	0	4	0	0	10	0	1
013	Starr Road	Opposite Beaver Brook Tennis	0	0	6	0	0	9	0	0	6	0	0	4	0	0	4	0	0	10	0	0
014	Federal Road	Opposite Days Inn	0	0	6	0	0	9	0	0	6	0	0	4	0	0	4	0	0	10	0	0
015	Federal Road	Front of Park and Ride lot	0	0	6	0	0	9	0	0	6	0	0	4	0	0	4	0	0	10	0	0
016	Federal Road	Opposite Bob's Store	0	0	6	0	1	8	0	0	6	0	0	4	0	0	4	1	3	8	1	4
017	None	Front of Stew Leonard's	0	0	6	0	3	5	0	2	4	0	0	4	0	3	1	0	0	8	0	8
018	Federal Road	150 feet south of access drive	0	0	6	0	0	5	0	0	4	0	0	4	0	0	1	0	0	8	0	0
019	Federal Road	Front of Pizza Hut	0	0	6	0	0	5	0	0	4	0	0	4	0	0	1	0	0	8	0	0
020	Federal Road	Front of Town fair Tire	0	0	6	0	0	5	0	0	4	0	0	4	0	0	1	0	0	8	0	0
021	None	Front of Office Max/NBW	0	1	5	0	1	4	0	0	4	0	0	4	0	0	1	0	0	8	0	2
022	None	Front of Caldor	0	2	3	0	1	3	0	3	1	0	1	3	0	0	1	0	2	6	0	9
024	None	Front of Shop Rite	0	0	3	0	1	2	0	1	0	0	2	1	0	0	1	0	1	5	0	5
025	Federal Road	75 feet south of Hardscrabble	0	0	3	0	0	2	0	0	0	0	0	1	0	0	1	0	0	5	0	0
026	Hardscrabble	60 feet west of Federal Road	0	0	3	0	0	2	0	0	0	0	0	1	0	0	1	0	0	5	0	0
027	None	Front of DATAHR	0	3	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	5	0	3
028	None	Rear of DATAHR	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	2	3	4	2	6
029	Sandy Lane	100 feet east of Federal Road	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0
030	Federal Road	Front of Rollingwood Plaza	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1
031	Federal Road	Opposite 300 Federal Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
032	None	Regional YMCA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Totals			0	0		8	8		9	10		9	9		4	4		4	4		44	45

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 4 - Brookfield
Midday Period Inbound Trips

Stop No.	Street Location	Location Description	9:30			10:30			11:30			12:30			1:30			2:30			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
032	None	Regional YMCA	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	2	0
033	Old New Milford Rd.	75 ft north of Huckleberry Hill	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
034	Federal Road	Front of 300 Federal Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
035	Federal Road	Opposite Rollingwood Condos	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
036	Federal Road	100 feet south of Costco entr.	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	5	1	0
037	None	Front of DATAHR	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	3	0
038	None	Rear of DATAHR	0	0	4	0	0	0	1	0	1	1	0	1	0	0	1	0	0	5	2	0
039	Federal Road	Front of Pasta Gardens Rest.	0	0	4	0	0	0	0	0	1	0	0	1	0	0	1	0	0	5	0	0
040	None	Front of Shop Rite	1	0	5	1	0	1	1	0	2	0	0	1	1	0	2	2	0	7	6	0
042	None	Front of Caldor	0	0	5	0	0	1	3	0	5	5	0	6	1	0	3	1	0	8	10	0
043	None	Front of Office Max/NBW	0	0	5	2	0	3	0	0	5	0	0	6	0	0	3	0	0	8	2	0
044	Federal Road	Front of Roy Rogers	0	0	5	0	0	3	0	0	5	0	0	6	0	0	3	0	0	8	0	0
045	Federal Road	Front of Wallin Pools	0	0	5	0	0	3	0	0	5	0	0	6	0	0	3	0	0	8	0	0
046	Federal Road	Front of Hi-Fi Stereo	0	0	5	0	0	3	0	0	5	0	0	6	0	0	3	0	0	8	0	0
047	None	Front of Stew Leonard's	0	0	5	0	0	3	2	0	7	0	0	6	0	0	3	0	0	8	2	0
048	Federal Road	Front of Bob's Store	0	0	5	0	0	3	0	0	7	0	0	6	0	0	3	0	0	8	0	0
049	Federal Road	Front of Union Trust Bank	0	0	5	0	1	2	1	0	8	0	0	6	0	0	3	0	0	8	1	1
050	Federal Road	Front of Days Inn	0	0	5	0	0	2	0	0	8	1	0	7	0	0	3	0	0	8	1	0
051	Starr Road	Opposite Beaver Brook Tennis	0	0	5	0	0	2	0	0	8	0	0	7	0	0	3	0	0	8	0	0
052	Sand Pit Road	Front of 95 Sand Pit Road	0	0	5	0	0	2	0	0	8	0	0	7	0	0	3	0	0	8	0	0
053	Sand Pit Road	Opposite 80 Sand Pit Road	0	0	5	3	0	5	0	0	8	0	0	7	0	0	3	0	0	8	3	0
054	Sand Pit Road	Opposite 54 Sand Pit	0	0	5	0	0	5	0	0	8	0	0	7	0	0	3	0	0	8	0	0
059	Germantown Road	Front of 6 Germantown Ave.	0	0	5	0	0	5	1	0	9	0	0	7	0	0	3	0	0	8	1	0
060	Germantown Road	Front of 39 Germantown Plaza	0	0	5	0	0	5	0	0	9	0	0	7	0	0	3	0	0	8	0	0
061	Osborne St.	Locust Avenue	0	1	4	0	1	4	0	0	9	0	0	7	1	0	4	0	0	8	1	2
062	Osborne St.	Ninth Avenue	0	0	4	0	1	3	0	0	9	0	0	7	0	0	4	0	0	8	0	1
058	Osborne St.	Hospital Avenue	1	0	5	0	0	3	0	0	9	0	1	6	0	0	4	0	0	8	1	1
057	Osborne St.	Moss Avenue	1	0	6	0	0	3	0	0	9	0	0	6	0	1	3	3	1	10	4	2
000	Kennedy Avenue	Pulse Point	0	3	3	0	3	0	0	7	2	0	6	0	3	0	0	6	4	0	28	
Totals			7	4		6	6		9	7		7	7		4	4		7	7		40	35

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 4 - Brookfield
Saturday Outbound Trips

Stop No.	Street Location	Location Description	9:00			10:00			11:00			12:00			1:00			2:00			3:00			4:00			5:00			Total	
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off
000	Kennedy Avenue	Pulse Point	8	0	8	11	0	11	11	0	11	7	0	7	3	0	3	2	0	2	3	0	5	8	0	10	1	0	4	54	0
001	Garamella	150 feet north of Main St.	0	0	8	0	0	11	0	0	11	0	0	7	0	0	3	0	0	2	0	0	5	0	0	10	0	0	4	0	0
002	Osborne St.	Moss Avenue	0	0	8	0	0	11	2	0	13	1	0	8	0	0	3	0	0	2	0	1	4	0	0	10	0	0	4	3	1
003	Osborne St.	Hospital Avenue	0	0	8	0	0	11	0	0	13	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
004	Osborne St.	Ninth Avenue	0	0	8	0	0	11	0	0	13	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
005	Osborne St.	Locust Avenue	0	0	8	5	0	16	0	0	13	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	5	0
006	Osborne St.	Somers Street	0	0	8	0	0	16	0	0	13	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
007	Osborne St.	Springside Avenue	0	0	8	0	0	16	0	0	13	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
008	Germanstown Road	Front of 5 Germanstown Ave.	0	0	8	0	0	16	0	0	13	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
009	Germanstown Road	Front of 39 Germanstown Ave.	0	0	8	0	0	16	0	1	12	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	1
010	Sand Pit Road	Opposite 54 Sand Pit	0	0	8	0	0	16	0	0	12	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
011	Sand Pit Road	Opposite 80 Sand Pit Road	0	0	8	0	0	16	0	0	12	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
012	Sand Pit Road	Front of 95 Sand Pit Road	0	0	8	0	0	16	0	0	12	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
013	Starr Road	Opposite Beaver Brook Tennis	0	0	8	0	0	16	0	0	12	0	0	8	0	0	3	0	0	2	0	0	4	0	0	10	0	0	4	0	0
014	Federal Road	Opposite Days Inn	0	0	8	0	0	16	0	2	10	0	1	7	0	0	3	1	0	3	0	0	4	0	2	8	0	0	4	1	5
015	Federal Road	Front of Park and Ride lot	0	0	8	0	0	16	0	0	10	0	0	7	0	0	3	0	0	3	0	2	2	0	1	7	0	0	4	0	3
016	Federal Road	Opposite Bob's Store	0	1	7	0	1	15	0	3	7	0	4	3	0	0	3	0	0	3	0	0	2	0	1	6	0	0	4	0	10
017	None	Front of Stew Leonard's	0	2	5	0	1	14	0	2	5	0	0	3	1	3	1	0	1	2	0	0	2	0	0	6	0	0	4	1	9
018	Federal Road	150 feet south of access drive	0	0	5	0	0	14	0	0	5	0	0	3	0	0	1	0	0	2	0	0	2	0	0	6	0	0	4	0	0
019	Federal Road	Front of Pizza Hut	0	0	5	0	0	14	0	0	5	0	0	3	0	0	1	0	0	2	0	1	1	0	0	6	0	0	4	0	1
020	Federal Road	Front of Town Fair Tire	0	0	5	0	0	14	0	1	4	0	0	3	0	0	1	0	0	2	0	0	1	0	0	6	0	0	4	0	1
021	None	Front of Office Mass/NSW	0	1	4	0	7	7	0	1	3	0	0	3	0	0	1	0	1	1	0	0	1	0	0	6	0	0	4	0	10
022	None	Front of Caldor	0	0	4	0	2	5	0	1	2	0	1	2	0	0	1	0	1	0	0	0	1	0	1	5	0	2	2	0	8
024	None	Front of Shop Rite	0	3	1	0	2	3	0	0	2	0	2	0	0	1	0	0	0	0	0	0	1	0	4	1	0	1	1	0	13
025	Federal Road	75 feet south of Handscrabble	0	1	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	4
026	Handscrabble	60 feet west of Federal Road	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0
027	None	Front of DATAHR	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0
028	None	Rear of DATAHR	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0
029	Sandy Lane	100 feet east of Federal Road	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0
030	Federal Road	Front of Rollingwood Plaza	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	3
031	Federal Road	Opposite 300 Federal Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
032	None	Regional YMCA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Totals			8	8		16	16		13	13		8	8		4	4		3	3		3	4		8	9		1	4		64	69

HOUSATONIC AREA REGIONAL TRANSIT DISTRICT
Comprehensive Operational Analysis Trip Summary
Route 4 - Brookfield
Saturday Inbound Trips

Stop No	Street Location	Location Description	9:30			10:30			11:30			12:30			1:30			2:30			3:30			4:30			Total						
			On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off	Load	On	Off					
032	None	Regional YMCA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0					
033	Old New Milford Rd.	75 ft north of Huckleberry Hill	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0					
034	Federal Road	Front of 300 Federal Road	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	1	2	0					
036	Federal Road	Opposite Rollingswood Condos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0					
036	Federal Road	100 feet south of Costco entr.	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	1	0	0	1	0	0	1	1	0				
037	None	Front of DATAHR	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0			
038	None	Rear of DATAHR	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0			
039	Federal Road	Front of Pasta Gardens Rest.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	3	0	0	1	2	0	0	2	0	0		
040	None	Front of Shop Rite	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	1	0	2	0	0	3	1	0	2	3	0	0	3	0	0	
042	None	Front of Caldor	0	0	0	0	0	0	4	0	4	8	0	9	1	0	3	0	0	2	1	0	4	4	0	8	18	0	0	18	0	0	
043	None	Front of Office MassNBW	0	0	0	0	0	0	0	0	0	4	1	0	10	1	0	4	0	0	2	1	0	5	2	0	8	5	0	0	5	0	0
044	Federal Road	Front of Roy Rogers	0	0	0	0	0	0	0	0	0	4	0	0	10	0	0	4	0	0	2	0	0	5	1	0	9	1	0	0	1	0	0
045	Federal Road	Front of Wallin Pools	0	0	0	0	0	0	0	0	0	4	0	0	10	0	0	4	0	0	2	0	0	5	0	0	9	0	0	0	0	0	0
046	Federal Road	Front of Hi-Fi Stereo	0	0	0	0	0	0	0	0	0	4	0	0	10	0	0	4	0	0	2	0	0	5	0	0	9	0	0	0	0	0	0
047	None	Front of Stew Leonard's	1	0	1	0	0	0	0	0	0	4	0	5	5	0	0	4	2	0	4	2	0	7	0	0	9	5	5	0	5	5	0
048	Federal Road	Front of Bob's Store	0	0	1	0	0	0	0	0	0	4	3	1	7	0	0	4	1	0	5	0	0	7	0	0	9	4	1	0	4	1	0
049	Federal Road	Front of Union Trust Bank	0	0	1	0	0	0	0	0	0	4	0	0	7	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
050	Federal Road	Front of Days Inn	0	0	1	0	0	0	0	0	0	4	2	0	9	0	0	4	0	0	5	0	0	7	0	0	9	2	0	0	2	0	0
051	Starr Road	Opposite Beaver Brook Tennis	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
052	Sand Pit Road	Front of 95 Sand Pit Road	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
053	Sand Pit Road	Opposite 80 Sand Pit Road	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
054	Sand Pit Road	Opposite 54 Sand Pit	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
056	Germanstown Road	Front of 6 Germanstown Ave.	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
060	Germanstown Road	Front of 36 Germanstown Plaza	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
061	Osborne St.	Locust Avenue	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
062	Osborne St.	Ninth Avenue	0	0	1	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	0	0	0	0	0	0
066	Osborne St.	Hospital Avenue	1	0	2	0	0	0	0	0	0	4	0	0	9	0	0	4	0	0	5	0	0	7	0	0	9	1	0	0	1	0	0
067	Osborne St.	Moss Avenue	0	0	2	0	0	0	0	0	0	4	1	0	10	0	0	4	0	0	5	0	2	5	0	0	9	1	2	0	1	2	0
000	Kennedy Avenue	Pulse Point	0	1	1	0	0	0	0	0	4	0	0	10	0	0	1	3	0	4	1	0	4	1	0	6	3	0	30	0	0	30	0
Totals			2	1		0	0		4	4		16	16		4	1		5	4		6	6		8	6		45	38					